

**1/6**

EVERY FRIDAY

# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

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CASTLE COMBE RACES

WEST ESSEX  
BOREHAM SPRINTS

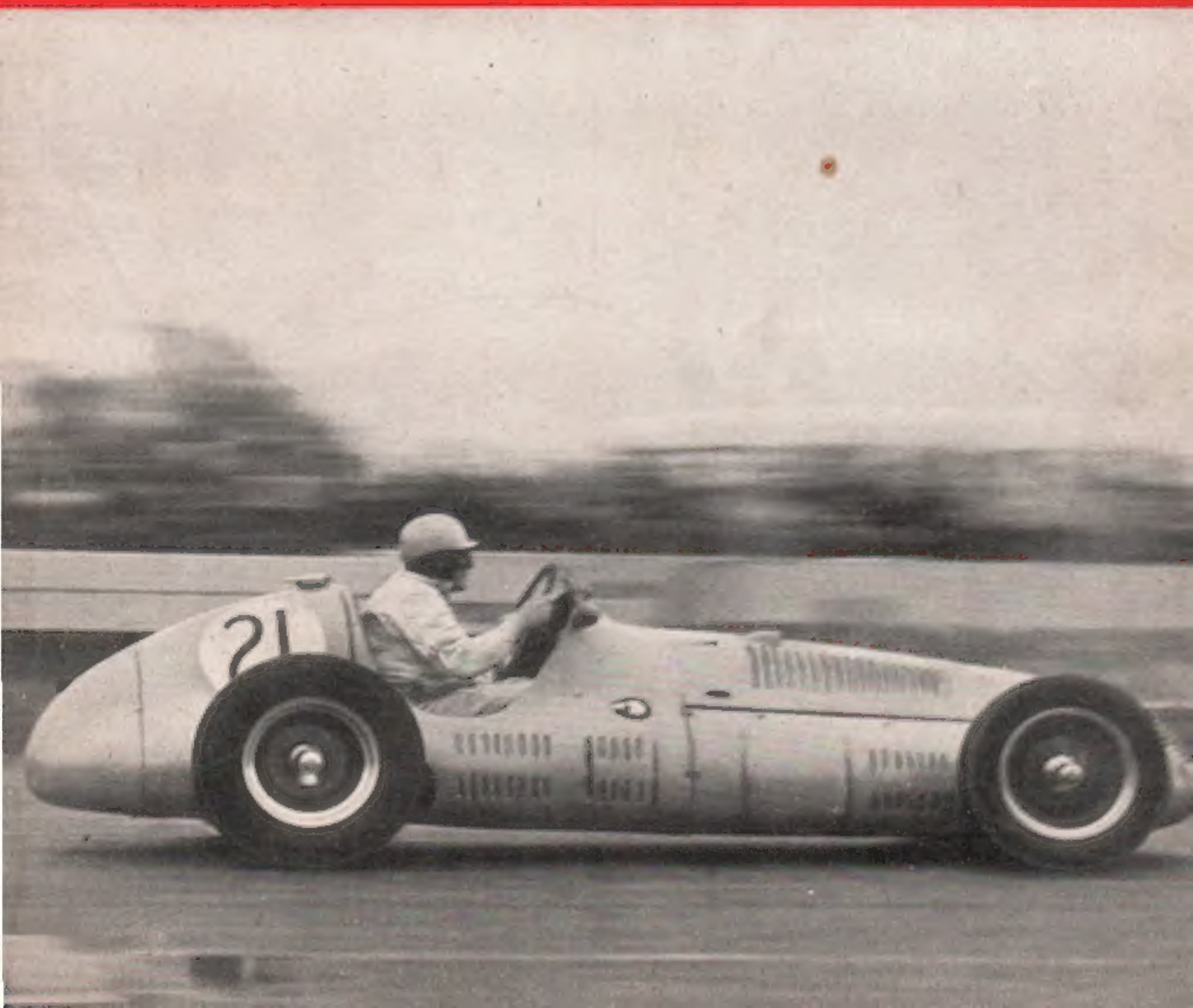
CHAIN-DRIVE  
COMMENTARY

by John Bolster

Reviews of Circuit of  
Ireland 1,000 Miles, and  
Highland Three Days  
Trials

Russell Lowry — Philip Smith  
Wilson McComb — "Bodach"

Vol. 2 No. 14  
April 6, 1951





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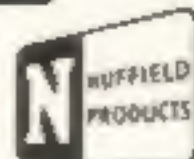
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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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April 6, 1951

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## EDITORIAL

RUMOUR has it that Bira has been invited to drive a B.R.M. If this is correct, AUTOSPORT feels that it is a very wise decision, as Prince Birabongse of Siam is, without a doubt, one of the greatest Grand Prix drivers of today, and a man with a wealth of experience. Although many may grumble that, for the second time, a non-British driver has been selected, it cannot be stressed too highly that the B.R.M. must be raced by the best possible pilots, irrespective of their nationality. The Germans had no hesitation in inviting other nationals to drive the pre-war Mercedes and Auto-Union Grand Prix cars. For example, there were Dick Seaman (British), Louis Chiron (French), Luigi Fagioli (Italian), Achille Varzi (Italian), Tazio Nuvolari (Italian), Christian Kautz (Swiss), Hans Stuck (Austrian) and others.

It would be very gratifying if an all-British team of drivers could handle Britain's B.R.M., but it cannot be denied that a prime consideration is another pilot who can match Reg Parnell's experience—and Bira possesses that necessary experience. There are, of course, several British drivers of Grand Prix class, amongst whom are Brian Shawe-Taylor, Tony Rolt, Peter Walker, Peter Whitehead, Stirling Moss, Bob Gerard, George Abecassis, to name the most prominent. Of these, Whitehead has had the greatest experience of the *grandes épreuves*, and Walker has actually driven the car in a Grand Prix.

\* \* \*

FOR years many competitors have complained that there is no event in Great Britain to compare in severity with the International Alpine Rally. Entrants in the superbly-organized and well-supported Ulster A.C.'s Circuit of Ireland 1,000 Miles Trial this Easter can endorse the view that the "Circuit" is every bit as strenuous as the Alpine event. A score or more of the fancied rally-drivers fell by the wayside, and it was a personal triumph for Mr. and Mrs. R. A. Hopkinson in their TC M.G., which combination not only collected the Premier, Visitors', Novice and Class Awards, but also figured in the victorious M.G. team.

The fact that an entrant from the mainland won Ireland's most important long-distance event will encourage many more visitors next year. Cecil Vard's success in the Monte Carlo Rally has stimulated interest in Eire in this type of event, and, together with the now recognized renaissance of motor sport generally all over Ireland, there is no doubt whatsoever that the Circuit of Ireland has become an extremely important event indeed.

## OUR COVER PICTURE

EMPEROR OF GOODWOOD: Reg Parnell winning the 5-lap Chichester Cup race at the B.A.R.C.'s Easter Monday meeting with David Hampshire's San Remo Maserati.





*FORMULA 3: A typical scene on the exciting little Brands Hatch circuit, where racing opens for the season on Sunday.*

### NEWS FOR THE CLUBS

WE understand that a new Government edict came into force in February which will affect the Awards Departments of all clubs. It is to the effect that the use of brass, nickel and copper has been forbidden as the base metal for plating cups, shields, badges, etc.; in fact all plated articles that one usually finds in a jeweller's shop, and are purchased as awards. As practically all silver, nickel and chrome plating is done on one of these metals, it means that when present stocks are exhausted, there will be no replacements, so clubs are advised to look to their stocks of awards now. It also seems likely that the price of pewter is about to rocket up, and may even exceed the price of silver, so look to the stocks of tankards at the same time.

\* \* \*

### RACING FUEL RESISTANT FINISH

A NEW finish for racing cars which has excellent resistance to racing fuels containing Methanol and a percentage of Acetone, Nitro Benzene, Ether, etc., has been developed by Modern Industrial Finishes Ltd., of Lower Road, Northfleet, Kent.

Application of these finishes is similar to normal cellulose application and they are available in various colours, or as a clear lacquer suitable for application over existing cellulose finishes.

\* \* \*

### THE ASTON MARTIN REGISTER

THE painstakingly produced 1951 Register of some 415 Aston Martin cars dating from 1921 is now out (price 2s. 6d.), and offers much interesting information to "Aston" fans. Records have been built up and maintained by the Aston Martin Owners' Club Registrar, Mr. Geoffrey D. Smith, from information largely supplied by enthusiasts E. M. Inman Hunter and F. E. Ellis, and, of course, the A.M. works. Illustrations include an attractive centre-piece showing the three 1931 team cars.

## BRANDS HATCH THIS WEEK-END

### Half-Litre Club's Opening Meeting

THE next round of the J.B.S. Cooper 500 c.c. battle will be fought out this Sunday, 8th April, at the Half-Litre Club's meeting at Brands Hatch. The majority of the 500 c.c. "cracks" will be there, and newcomers will be motor-cyclists Harold Daniell (three times a T.T. winner on Nortons) and Ted Frost, both driving f.w.d. Emerysons.

The programme will consist of the Open Challenge Race, in three 7-lap heats and a 15-lap final; the Brands Hatch Championship, in two 7-lap heats and a 15-lap final, open to any Half-Litre Club member who has gained a "first" or a "second" in a 500 c.c. race; the Junior Brands Hatch Championship, for members who have been unplaced in a 500 c.c. race; and the Championship of the Meeting, a 15-lap final for the 14 fastest cars of the meeting. Seven teams will contest the team competition, in which points are awarded for first, second and third places.

A fully illustrated report of this meeting will appear in next week's AUTOSPORT, together with detailed results of all heats and finals.

Racing begins at 1.30 p.m., and cars and drivers entered are as follows:—

**Coopers:** G. H. Wicken, K. E. Carter, W. J. Whitehouse, J. N. Cooper, W. H. Lowe, E. Brandon, A. Brown, J. F. Westcott, N. Pugh, J. Leary, F. V. Lambert, D. N. Brake, A. J. Nurse, G. Siles, G. R. Hartwell, R. Akehurst,

D. B. Beauman, B. C. Ecclestone, S. Lewis-Evans, D. H. R. Gray, A. D. Gill, A. C. Rippon and A. Rogers. **J.B.S.:** A. J. Bottoms, E. Moore, R. M. Dryden, R. W. A. Frost, W. Richards, W/Cdr. F. Aikens, L. Leston and D. Parker. **Emeryson:** P. R. Emery, H. L. Daniell, F. Watkins, R. de F. C. Pycroft, and E. N. Frost. **Grose:** W. L. Grose. **C.R.M.:** D. H. Stone. **Kieft:** D. W. Powell-Richards, K. A. Gregory. **D.H.W.:** D. H. Wood. **Waco:** J. G. Webster. **Bardon-Turner:** D. F. Truman. **Parker:** B. de Lissa.

\* \* \*

### COOPERS WIN IN MOROCCO

COOPERS driven by Jacquier Bret, Limousin, Lucas and Magri finished one, two, three, four in the 500 c.c. race at Marrakech in Morocco, North Africa. In the races for sports and stock cars, a Jaguar, driven by Berthomier, won the over 3-litre class, Lacaze's Renault beat Berthomier's Dyna Panhard in the 1,100 c.c. race, and Berthomier was again second in the 2-litre race, behind Brukner's 203 Peugeot. A Citroën won the 2- to 3-litre class.

\* \* \*

### THE NOTWEN CALENDAR

READERS who write to Notwen Oils Ltd. (Ernest Newton and Co., Ltd.), Holt Street, Birmingham, 7, will receive, free of charge, the handy little booklet containing the complete list of British National Competition fixtures for 1951.



# SPORTS - NEWS

## "AUTOSPORT" 500 c.c. CHAMPIONSHIP

### WHARTON COMES UP AMONG THE LEADERS

BY his victory at Castle Combe last Saturday, Ken Wharton brought another Cooper to share the leading places with Merrick, and the two J.B.S. entries. Unfortunately, there was no official individual lap timing. Thus, whilst it was almost certain that the 500 c.c. lap record was lowered several times, in the absence of definite information no bonus mark could be awarded.

Incidentally, in a talk with Dick Caesar, we learn that Jack Moor's Wasp is not a series-production car, having been built up from the former amateur kit, so Moor qualifies for

the £50 award. There are over 50 entries for the £200 Championship.

#### Provisional Placings on 3rd April

Name	Car	No. of Races	Points
Alf Bottoms	J.B.S.	1	3
Ken Wharton	Cooper	1	3
Don Parker	J.B.S.	2	3
Ray Merrick	Cooper	2	3
Curly Dryden	J.B.S.	1	2
Jack Reece	Cooper	1	2
Austen May	Cooper	2	2
Ken Carter	Cooper	2	2
Bill Whitehouse	Cooper	2	2
Alan Rogers	Cooper	1	1
Mick Beardshaw	Cooper	1	1

### THE CIRCUIT OF SICILY

Ferrari First and Second,  
Frazer-Nash Fourth

THAT somewhat savage sports and touring car race called the Tour of Sicily, which encompasses one gigantic lap of that mountainous island at the "toe" of Italy, was won last Sunday by Marzotto's Ferrari. Second came Piero Taruffi, fresh from breaking records on the Appian Way with the Tarf-based Italcorsa, and this time driving a Ferrari; and third came the Fiat-based Stanguellini handled by Sighinolfi.

The British cars met varying luck. The Allard retired with a broken piston, but Franco Cortese's 2-litre Frazer-Nash finished fourth, while Clemente Biondetti was seventh in his Jaguar-Ferrari hybrid.

The winner is a brother of last year's Mille Miglia winner, G. Marzotto.

(Ferrari), Alberto Ascari (Ferrari), Luigi Villoresi (Ferrari), Dorino Serafini (Ferrari), Hans Stuck (AFM), Alex von Falkenhausen (AFM), Robert Manzon (Simca), Andre Simon (Simca) and Maurice Trintignant (Simca). A report of the race will appear in next week's issue.

### AMENDMENTS TO THE INTERNATIONAL CALENDAR

THE F.I.A. announce a number of alterations to the 1951 calendar. Welcome additional 500 c.c. events this year are a road race in Berlin on 22nd April; the grandiose-sounding Grand Prix of Columbus's Centenary in Italy on 20th May (supplementing a Formula 2 race); the Circuit du Dauphine in France on 22nd July, which coincides with

the Zandvoort race in Holland; and a race in Norway on 23rd September.

The San Sebastian races at Amara, where Ken Carter did well last year with a Cooper, have regrettably been cancelled for 1951, as has the French Circuit of Vittel on 15th August. The Swedish Karlskoga race booked for 3rd September is advanced a day to fill the vacancy left by the Spanish event.

Among events for larger cars, the Penya Rhin race on 28th October gains *grande épreuve* status as the Spanish G.P., the Albi G.P. and the Mont Ventoux hillclimb are cancelled. U.S.A.'s Watkins Glen Road Race is booked for 15th September, and the Swiss meeting at Erlen moves from April to 15th August.

The Perpignan G.P. is cancelled, as is also the Mons G.P. (29th April) Formula 2 race.

### FANGIO FOR SILVERSTONE?

B.R.D.C. "Daily Express" Meeting

IT is reported that Juan Manuel Fangio will pilot a 4½-litre Ferrari in the *Daily Express* International Trophy Race on 5th May. Other Continental entrants include Manzon and Trintignant with Ecurie Gordini supercharged Simcas.

### HELD OVER

OWING to pressure on space, several readers' letters have had to be held over, as has also our regular feature, "Pit and Paddock". Philip Smith's M.G. article will also appear next week.

### BIRA TO DRIVE H.W.M.

Marseilles on 8th April

BIRA, whose name is rumoured to be linked with B.R.M., will drive an H.W.M. in the 5th Marseilles G.P. this week-end. His team-mates will be Stirling Moss and Lance Macklin. Fangio is reported to be driving a Ferrari, and other entries are: Tony Gaze (Alta), Harry Schell (Cooper-J.A.P.), Rudolph Fischer

DEBUT: Bob Gerard at the wheel of his twin-o.h.c. Norton-engined Cooper at Castle Combe. He has entered for the "Autosport" 500 c.c. Championship.







**DUELS IN THE RAIN:** (Above) Ken Wharton (Cooper-Norton) and Bill Whitehouse (Cooper-Norton) during their tussle in the final of the 500 c.c. race. (Right) Jack Moor (Wasp-Norton) about to pass Les Leston (J.B.S.-J.A.P.) in the same event.

**W**RETCHED weather failed to damp enthusiasm at the Bristol M.C. and L.C.C.'s closed-invitation race meeting on the Castle Combe circuit last Saturday. Chief interest centred on the fierce battle for 500 c.c. honours in the two heats and a final event. On this occasion, lively "veterans" Jack Moor (Wasp) and Clive Lones (Tiger Kitten) challenged the J.B.S. and Cooper drivers all the way. Don Parker (J.B.S.-J.A.P.) ran away with his heat, and led the final for the first three laps, when he was involved in a prang with Wharton, the eventual winner. Oscar Moore's H.W.M., running in full sports-car trim (paper-thin wings and all!), outpaced a motley collection of Jaguars, Allards, Bentleys and so on in a 10-lap sports-car race; the H.W.M.'s speed of 70 m.p.h. was the fastest race average of the day.

**T**HE opening event was a 10-lap affair for sports cars up to 1,100 c.c., and super sports cars up to 850 c.c. L. Hawthorn (Riley Nine) led throughout, and finished over a minute ahead of L. Gibbs (1,098 Riley). J. Sparrowe (1,098 Morgan) managed to shake off D. Jones (1,074 Alta). Spectators were highly delighted at the duel between J. Moffat's PB Midget and H. E. Roberts's diminutive Ford-powered Robron, the M.G. just managing to finish ahead of the trials machine. Miss Jean Bode (H.R.G.) spun round at Camp Corner, but continued undaunted, although a trifle dismayed.



#### RESULT

1, L. Hawthorn (1,098 Riley), 17 mins. 20.6 secs (63.7 m.p.h.); 2, L. Gibbs (1,098 Riley), 18 mins. 24.6 secs; 3, J. Sparrowe (1,098 Morgan), 18 mins. 27.4 secs.

\* \* \*

**F**IRST heat of the 500 c.c. event brought 16 runners to the warming-up area for the "Brands Hatch" start. Don Parker (J.B.S.-J.A.P.) rocketed into the lead, followed by Ken Wharton (Cooper-Norton), Bill Whitehouse (Cooper-Norton) and Austen May (Cooper-J.A.P.). Parker's light machine displayed astonishing acceleration away from the corners, and neither Wharton nor Whitehouse in their Norton-powered cars could catch the J.B.S.

Nigel Rowland (Cooper-J.A.P.) and Dick Richards (J.B.S.-J.A.P.) duelled merrily for several laps, just behind May. Jack Moor (Wasp-Norton), after doing a spot of landscape motoring, sailed through the stragglers to finish strongly just behind May.

#### RESULT

1, Don Parker (J.B.S.-J.A.P.), 11 mins. 23.4 secs (67 m.p.h.); 2, Ken Wharton (Cooper-Norton), 11 mins 24.2 secs; 3, Bill Whitehouse (Cooper-Norton), 11 mins. 25.4 secs; 4, Austen May (Cooper-Norton); 5, Jack Moor (Wasp-Norton).

## CASTLE COMBE

**Wharton Wins "500" Race—Moore (H.W.M.) Puts Up Highest Race Average.**

**I**N the 10-lapper for sports cars (1,101-1,500 c.c.) and super-sporting machinery (851-1,100 c.c.) Hawthorn trundled out the ex-Neville Geo T.T. 1½-litre Riley. Trundled is perhaps the wrong word, for he tore away from his rivals and, despite a couple of excursions into the rough, was unchallenged for the entire distance. David Pritchard's red,

Meadows-engined H.R.G., sat firmly in second place, and some distance behind M. J. Pople (TC M.G.) outstripped D. R. A. Quicke's blue TD. Arthur Mallock's blown Ford-powered Austin hesitated during the first lap, then proceeded to motor very rapidly indeed until it slowed with a chronic misfire. Sparrowe's supercharged Morgan was off form, and had to give best to a group of M.G.s.

#### RESULT

1, L. Hawthorn (1,496 Riley), 16 mins. 13.8 secs (66.9 m.p.h.); 2, D. Pritchard (1,496 H.R.G.), 17 mins. 53.4 secs; 3, M. J. Pople (1,250 TC M.G.), 18 mins. 14.2 secs; 4, D. R. A. Quicke (1,250 TD M.G.).

\* \* \*

**E**IGHTEEN "500s" roared off for Heat 2 of the half-litre event. Ken Carter (Cooper-Norton) settled in the lead, hotly chased by Peter Collins (Cooper-Norton). Clive Lones (Tiger-Kitten-J.A.P.), Les Leston (J.B.S.-J.A.P.) and A. Loens in Alf Bottoms's original J.B.S., now with J.A.P. motor. This boy Loens provided most of the excitement. He didn't seem to care a hoot which way his front wheels were pointing on the wet track, and was lucky to avoid pranging Collins's Cooper, during a wild slide at Camp Corner. Les Leston joined the



revolvers' league, causing a group of journalists to jump for it at Paddock Bend.

Obviously Loens could not continue to remain on the circuit at the pace he was making on the bends, although he did come right up level with Carter. Eventually he disappeared from the leaders' group, only to pop up again towards the finish. H. Williams (Cooper-J.A.P.) drove extremely well, and sat on the tail of Collins's car for several laps. Bob Gerard (Cooper-Norton) was exceptionally fast in the corners, but his engine didn't sound too happy.

Carter won in a canter, followed by Peter Collins, and Clive Lones whose Tiger Kitten accomplished some extraordinary broadsides which didn't appear to bother Clive overmuch.

#### RESULT

1, Ken Carter (Cooper-Norton), 11 mins. 24.8 secs. (67.6 m.p.h.); 2, Peter Collins (Cooper-Norton), 11 mins. 27.6 secs.; 3, Clive Lones (Iota-J.A.P.), 11 mins. 39.2 secs.; 4, H. Williams (Cooper-J.A.P.).

R. F. PEACOCK'S Le Mans Replica Frazer-Nash headed J. R. Stoop's Mille Miglia Frazer-Nash in the opening stages of the 10-lap event for sports

cars. The 10-lap handicap race for vintage sports cars was rather difficult to follow. R. W. Ashley's 1930 Frazer-Nash seemed to lead for most of the distance, but coming down to Paddock Bend he lost a wheel which bounced amongst the spectators, hitting one on-looker on the leg. Bill Little's 2.3 Bugatti had a hopeless task from the scratch mark to catch the three thundering 4½-litre Bentleys, driven by bearded C. Bradshaw, D. H. Wilson-Spratt and R. F. B. Williams, who finished in that order. V. Axel-Berg (Invicta) had a wonderful time sliding about on the bends, and it caused no surprise when he left the course abruptly in company with a Bentley. Peter Scott-Russell's "4½" Bentley went off at a tremendous pace, but gradually slowed with what sounded like misplaced ignition timing.

The sight and sound of the big Bentleys was one to gladden the hearts of all vintagists. One mystery was why Parker's Frazer-Nash, handicapped at 6 mins. 56 secs. was sent off after Little's Bugatti (8 mins. 00 secs.). Parker eventually shed his driving chains.

#### RESULT

1, C. Bradshaw (4,398 Bentley), 5 mins. 51 secs. handicap, 19 mins. 57.8 secs.; 2, D. H. Wilson-Spratt (4,398 Bentley).

5 mins. 48 secs. handicap, 20 mins. 10.8 secs.; 3, R. E. B. Williams (4,398 Bentley), 5 mins. 51 secs. handicap, 20 mins. 17.6 secs.

\* \* \*

DON PARKER (J.B.S.-J.A.P.), Ken Wharton (Cooper-Norton), Ken Carter (Cooper-Norton) and Bill Whitehouse (Cooper-Norton) occupied the front row of the 20 starters in the 500 c.c. final. Parker took the lead, closely followed by Whitehouse, Clive Lones (Tiger Kitten), Wharton, and Les Leston (J.B.S.-J.A.P.). Carter was baulked at the first bend and fell back behind Bob Gerard (Cooper-Norton).

Next time round, Lones had a tremendous slide at Quarry Corner, half a dozen drivers flashing past him whilst he was still pirouetting, and none touching the spinning red car. Although Parker still led, Wharton was closing rapidly, and then managed to pass the flying J.B.S. Parker tailed the Smethwick man for a short period, and then rocketed past to regain the lead, but almost immediately went into a spin. Wharton did all he knew to avoid him, but both cars collided, the J.B.S.'s nearside rear wheel hitting the Cooper's offside panel; Parker's wheel instantly collapsed, but Wharton managed to carry on.

This mix-up put Whitehouse into the van, with H. Williams (Cooper-J.A.P.) second. Wharton passed Leston to take third place. On lap 5, Wharton was closing up on Whitehouse, and Jack Moor (Wasp-Norton) had rocketed past several folk to take third place, chased by Carter.

Whitehouse and Wharton were involved in a great struggle for the lead, and Carter was trying might and main to take Moor. Lones was also coming

(continued overleaf)

(Left) The damage to Wharton's Cooper after his collision with Parker's J.B.S. (Below) John Bolster (Rolls-Royce) about to move off the line in the race for Veteran and Edwardian cars, whilst scratch man, Dr. Ewen, waits with the big Itala.



cars (1,501-2,000 c.c.) and super-sports cars (1,001-1,500 c.c.). The advantages of Stoop's streamlined car were shown against the high wind, when the green Frazer-Nash invariably closed up on the silver car. Peacock eventually overslid, allowing Stoop to take a lead which he held till the end.

Gerry Ruddock (H.R.G.) and D. Parker (Frazer-Nash) had a grand race-long dico, Parker displaying admirable cornering on the ex-John Clarke, Dubonnet i.f.s. veteran chain-driver. O. H. J. Davies's Ford Ten-powered Davies Special led R. K. Darby's Ulster Aston Martin for practically the entire distance, and was only overtaken on the last lap.

#### RESULT

1, Flt.-Lieut. J. R. Stoop (1,971 Frazer-Nash), 16 mins. 27.2 secs.; 2, R. F. Peacock (1,971 Frazer-Nash), 16 mins. 42 secs.; 3, G. A. Ruddock (1,496 H.R.G.), 16 mins. 53 secs.; 4, D. Parker (1,496 Frazer-Nash), 16 mins. 57.2 secs.





April 6, 1951



(Above) OSCAR MOORE at Camp Corner with the fleet 2-litre H.W.M., now fulfilling its original dual role of sports - cum - Formula 2 machine.

(Right) MISS JEAN BODE (H.R.G.) spins round at Camp Corner in the path of a couple of M.G.s, the drivers of which took hurried avoiding action.

(Below) J. R. STOOP'S Mille Miglia Frazer-Nash speeding on its way to victory in the 10-lap race for sports cars (1,501-2,000 c.c.) and super-sports cars (1,101-1,500 c.c.).



#### CASTLE COMBE—continued

up fast and was seen to be menacing Carter.

On lap 6, Wharton snatched the lead, but Whitehouse almost regained it at Camp Corner. Next time round, the two leaders had drawn away from the rest of the field, and Moor and Carter came through wheel to wheel, with Lones dodging from side to side to see if he could pass either or both.

Whitehouse was giving Wharton no rest, and edged past on the ninth tour, but lost his lead again at Quarry Corner. Carter had managed to draw away from Moor, who was now having to deal with Lones. The two "veterans" were

certainly showing many of the younger pilots the way round, and it is rather startling to recall that both were winning events before the largest percentage were born.

Wharton came home nearly 2 secs. ahead of Whitehouse, with Carter third.

#### RESULT

1, Ken Wharton (Cooper-Norton), 15 mins. 49 secs. (69.7 m.p.h.); 2, Bill Whitehouse (Cooper-Norton), 15 mins. 50.8 secs.; 3, Ken Carter (Cooper-Norton), 15 mins. 58.8 secs.; 4, Jack Moor (Wasp-Norton); 5, Clive Lones (Iota-J.A.P.); 6, H. Williams (Cooper-J.A.P.).

A 5-LAP handicap for cars manufactured up to the end of 1916 was a cakewalk for F. H. Parker's 1910 A.C. Tricar, which was given a generous start. Backmarkers Dr. G. A. Ewen (1908 12-litre Itala) and John Bolster (1911 Silver Ghost Rolls-Royce) provided plenty of thrills as they set off to catch the others. The Itala was most impressive as it boomed round at astonishingly low r.p.m., whilst Bolster drifted the lovely old Rolls in true Bolster style. G. Oliver's chain-driven 1902 5.3-litre Mercedes was beautifully steady on the bends, although not particularly quick. Lord Charnwood piloted a 1912 Lanchester; as the Hon. John Benson he was responsible for the eight-valve, twin-o.h.c. Aston Martin engine circa 1925. Den-

sham's little Calcott was run in completely stripped form.

#### RESULT

1, F. H. Parker (1910 630 c.c. A.C. Tricar); 2, C. L. Densham (1913 1,496 Calcott); 3, John Bolster (1911 7,400 Rolls-Royce); 4, G. D. Firkins (3,000 Darracq).

OSCAR MOORE (H.W.M.) scored a decisive victory in the 10-lap race for sports cars (over 2,000 c.c.) and super-sports cars (over 1,500 c.c.). The little green car was a great deal steadier on the fast bends than were the 1951 editions at Goodwood the week previously.

Ken Watkins (4,375 J2 Allard) chased L. Wood's XK120 Jaguar for several laps, and eventually passed it. The Allard was rock-steady on the corners, and Watkins handled it with great verve. Les Leston (XK120 Jaguar) emulated his J.B.S. spinning act at the identical spot, whilst J. Macklin (3,917 Allard) careered off the circuit—also at Camp Corner. Peter Riley (4,257 Bentley) vied with Bolster (earlier race) for the honour of driving the quietest car on the circuit.

#### RESULT

1, Oscar Moore (1,960 H.W.M.), 15 mins. 44.2 secs. (70 m.p.h.); 2, Ken Watkins (4,375 Allard), 16 mins. 0.6 secs.; 3, L. Wood (3,442 Jaguar), 16 mins. 10.4 secs.



**ARCHIE BUTTERWORTH** on the line at Boreham with his four-wheel-drive A.J.B., with which he made best time of the day.



With well over 100 cars entered in no less than 17 classes, the West Essex Car Club had a busy day last Sunday with their Speed Trials at Boreham airfield, near Chelmsford, and it is to their credit that the meeting was run off smoothly and efficiently, without delays or incident.

There were classes for saloon cars, open cars, sports cars and racing cars, of all sorts and sizes, and there was room for them all on the broad runways of the airfield. Despite a powerful wind and brooding skies the one-kilometre course was surprisingly thickly lined with spectators for a "closed" event. Racing began at 10 a.m. and the last

## Butterworth Best at Boreham

**AIR-COOLED A.J.B. EASILY FASTEST AT WELL-SUPPORTED WEST ESSEX C.C. KILOMETRE SPRINTS**

competitors had completed their runs before 5 o'clock in the afternoon.

The "Paddock" area was extensive and unbounded, and thus competing cars could be viewed as drivers lined up for their "go", or as they returned from one. The variety of the entry ensured that there was much to see and hear, and a sudden, violent bellow which assailed the ears of the populace took one right back to pre-war Brooklands days. Only one car could make that noise—the noisiest of them all—the Appleton Special, and there it was in familiar blue, with its single-seater body and high head faring, once completely *à la G.P. mode*; now a wee bit dated but still imposing.

The Appleton is a classic example of a "special" developed to the *nth*, and John Appleton has spent a considerable sum on this Riley-Maserati hybrid since the mid-thirties. The basis, originally, was one of those notoriously heavy, circa 1931, 1,100 c.c. Maseratis with four-

cylinder engine of distressingly rice pudding potency. When John Appleton acquired one, out went the "Maser" unit, in went a four-cylinder blown 1,100 c.c. Riley, and, results being encouraging, Robin Jackson set to work in a quest for more horses and less avoidupois. A bigger blower was fitted, a new chassis and single-seater body, and as time passed the old two-bearing crankshaft gave way to a three, and new brakes, "banted" bodywork, etc., replaced the old, whereupon B.T.D.s began to come Appleton's way. John drove on Sunday, entered by Tony Crook, and the car spun its wheels and rent the air as devastatingly as ever it did 12 and more years ago, to clock 31.00 secs. for the standing kilometre.

B.T.D. on Sunday went to bearded Archie Butterworth and his unpretentious 4½-litre Steyr-engined, four-wheel-drive A.J.B., which legged its way off the line in fantastic fashion. An astonishing vehicle, this A.J.B., with no

"super super" secrets or mystic devices about it; just an unblown engine, "cart" springs front and rear, and no drastic weight reduction. Axles and chassis are remarkably substantial, and wheels are of plain disc pattern. The answer, of course, is bags of power, and no wastage of it with all four wheels transmitting to a smooth, straight course. The air-cooled V-8 Steyr motor, running on dope with a compression ratio of 14 to 1, must give 180-plus b.h.p., and Butterworth occupied a mere 25 secs. to cover the kilometre, over 4 secs. less than previous record-holder G. E. Matthews's 3½-litre Jaguar required. Surprising that more people don't utilize four-wheel drive for sprint machinery. Archie Butterworth's modified Jeep axles and transmission cannot be over-expensive. The A.J.B. bore few signs of pampering; odd spots of rust here and there, and oxidized patches on the aluminium cylinder heads testified to England's 1950 winter damp—but the blemishes didn't hold it back!

The bonnet of Oscar Moore's recently acquired H.W.M. (the 1950 offset single-seater type) was closed to prying eyes, but the typical deep-throated bark of the 2-litre, 4-cylinder Alta engine was good to the ears. A similar bark, accompanied this time by a whine, heralded J. B. Norris's blown Alta single-seater, described and illustrated recently in *AUTOSPORT*, and looking fine with its grey finish and shining axles. This was the ex-Geoffrey Taylor 2-litre car, a king among sprint cars pre-war. It now has the Alta-type i.f.s. once fitted to Irishman Frank O'Boyle's car, with helical springs in vertical slides, while a substantial-looking transverse leaf spring and universally jointed half shafts take care of the power end. As it got away the car emitted a wonderful deep roar, eloquent of b.h.p. a'plenty, and confirmed



**JACK ANDREWS** with his V-8, rear-engined, all-independently-sprung sports car, which made its competitions debut at Boreham.





Magnette, one of the original Mille Miglia cars of 1933, with Powerplus blower and big single S.U. carburettor thrusting out below the radiator. The owner, M. Potter-Moore, making his first sprint with the car, couldn't cope with E. J. Haesendonck's blown PB Midget, which simply rocketed away into the distance.

Another classic, unobtrusive in black cellulose, was the actual ex-Fontes-Hindmarsh 4½-litre Lagonda which won at Le Mans in 1935. There is little of the gossamer about this car, which is of the stuff 24-hour race winners are made, and the massively braced rear brake backplates should be seen to be believed; certainly a noble vehicle, even if a disgruntled ex-Lagonda employee once volunteered the information that the same type of Meadows engine, minus furbishings, powered many a pre-war Albion lorry!

No sprint meeting is complete without a Bugatti or two, but there was little of the *pur sang* about the examples at Chelmsford last Sunday. Some success-

**"HIGHLAND" VICTORS:** (Left) Bill Lamb (Dellow), P.A. winner in the S.S.C.C.'s Highland Three Days' Trial, at Blarmfoldach, near Fort William. (Below) Big-car class winner, George (Speedy) Hendry, hurls his Watson up Cluneberg House hill. (A report of this event appears on page 441.)

**Butterworth Best at Boreham—continued**  
by its time of 27.50 secs., second best of the day.

It was not so long ago that one would stop to gaze in awe at an XK120 Jaguar, but while still eminently "look-at-able", these fine looking—and performing—sports cars are becoming downright common! There were a good dozen—and more—at Boreham, but spectators paid them scant attention, preferring to eye the more raucous and infinitely less elegant sprint irons which were around, among them Ripper's J.B.M., a V-8 Ford-based vehicle with hefty, forward-thrusting bonnet and inept tail.

Don Parker had his new J.B.S. "500" out, and when he and a helper jacked up the rear wheels and spun them to start it, one prepared instinctively for the staccato bark of its Speedway J.A.P. motor. No ear shattering ensued, however, but a pleasant, efficient-sounding burble, soon to be completely drowned as another Parker, Gordon, passed on his way to the line in that well-known sprint special, the Jaguette. Six short exhaust stubs accounted for the row, not an unpleasant one, be it hastily added, albeit a few of the ladies retreated. The Jaguette is another hybrid of surprisingly simple layout. It has a six-cylinder, 2½-litre pre-war S.S. Jaguar engine mounted in a Magnette chassis originally propelled by under 1½-litres of M.G. engine. The resultant high power to weight ratio has turned good dividends for Gordon, despite the original semi-elliptic springing and—could it be?—the radiator grille from a G.P.O. Morris



8 van, with characteristic herring bone bars? Parker did the kilometre in 28.69 secs., which shows he's hit upon a good formula.

The sports car classes saw a host of M.G.s of all kinds—TCs, TDs, PAs, PBs and some potent Midget hybrids. The TDs may weigh 18 cwt. and all that, but they certainly get off the mark. George Phillips and Dick Jacobs ran neck and neck at a fine pace—until the former's gearbox gave up. Amidst the throng of Midgets was a historic K3

ful cross-breeding was evident, however, and the glorious "Bug" sound rang across the 'drome as M. Hukins's "2.3" with wire wheels and—yes, really—semi-elliptic rear springs, shot away in company with A. S. Raven's most un-Molsheim single-seater with Type 44 3-litre engine.

A car which attracted considerable interest was the Andrews, a Ford V-8-powered, rear-engined sports car with beautifully made and finished bodywork. The constructor, Jack Andrews, has made



# PAU POST-MORTEM

## High Percentage of Mechanical Failures

RACING for 110 laps around that short and serpentine "round the houses" course for the Pau Grand Prix on Easter Monday caused heavy mortality among the competing cars. Of the 14 starters who lined up before a crowd of 40,000, only six survived the 190 arduous miles. The Ferrari *équipe*, with two works 4½-litre G.P. cars, and two of the new 2½-litre cars, regarded abroad as advanced 1954 formula cars, were in the happiest position, fielding Luigi Villorosi, Alberto Ascari and Dorino Serafini as official drivers, and the Swiss Rudolph Fischer's entry to "chaperone". In the final results, the Maranello marque finished first (Villorosi's 4½-litre car) and sixth (Fischer). Ascari retired after leading turn and turn about with Villorosi on lap 47 with undisclosed "under bonnet" troubles. Serafini in one of the "2½s" was fifth for nine laps, then dropped right back through a long pit stop, and finally retired with steering faults.

### Trouble Holds Back Farina

The most dangerous rival to Ferraris should have been Giuseppe Farina, but the 1950 World

Champion's 1½-litre two-stage blown Maserati lacked Alfa reliability and was early assailed with ignition and carburation troubles. "Nino" got off slowly and came in after four laps. In ensuing laps he rose from 12th to 8th, then to 4th position. A rapid refuel cost him 37 secs., and thereafter he moved up to 3rd place, but couldn't close up on Rosier's Talbot.

Louis Rosier once again lived up to his fine reputation for consistency. He was the fastest Talbot driver, and was in the picture throughout the race. He began in 4th place, behind de Graffenried's Maserati, and when the Baron drew into his pit Rosier moved to 3rd, and then to 2nd place when Ascari gave up.

### New Swiss Stable

Rudolph Fischer's 2½-litre Ferrari bore the newly formed Swiss "Ecurie Espadon" colours, with a white blaze on the red bodywork from nose to screen. The car went well, but dropped back to 10th place, then worked back to 6th by the end of the race. The "2½s" lap speeds naturally could not compare with those of the bigger Ferraris in the hands of Villorosi and Ascari.

The three French Simcas suffered a *débâcle* as devastating as that of the D.B.s in the 500 c.c. race. Manzon had crashed during practice and in the race his car went out with serious gearbox trouble. Simon drove extremely well, lying fourth at one stage, but he retired with rear axle derangements. The third car, driven by Maurice Trintignant, struck trouble right from the start, first with brakes and finally with the gear change mechanism. This wholesale failure is somewhat surprising, for the short, twisting Pau lap should have suited the ultra-light Gordini cars, with the added boost from their Wade blowers to help out of corners.

Etancelin's Talbot was not running well, carburation not being *au point*. Another car struck "Phi-phi's" tail at a corner, but he finished fifth nevertheless, running non-stop.

The next Formula 1 Grand Prix is at San Remo on 22nd April, over the Ospedaletti circuit, another twisting affair. Will the Ferraris clinch their Syracuse and Pau victories by a hat-trick? or will Alfa-Romeo fetch out their blown 1,500 c.c. "eights", as they did last year?

Butterworth Best at Boreham—continued his own frame of large diameter steel tubing, all wheels are independently suspended (Porsche-pattern trailing links), and the engine drives through an ordinary Ford 3-speed box to the rear wheels. A contrast in panelling was to be seen in W. C. Turner's Buick Special, built, as the commentator had it, in its owner's "own back yard" without any professional experience or equipment. Turner has, nevertheless, achieved an excellent body form, and the radiator and wing treatment can match many a modern sports car for line. The 3,400 c.c. engined Buick chassis, of around 1932 vintage, seemed to appreciate its new *carrosserie*, getting off the line smartly with a curious, high-pitched note.

There were many other cars to intrigue; David Brake's immaculate Cooper "Thou", several "Comp" Frazer-Nashes and a fine-looking Mille Miglia model, J2 Allards, the M.G.-engined sports Cooper, Hayward's Norris Special, a somewhat disreputable but energetic 1,100 c.c. Alta, Tulloch's ex-Spikins Hudson—a prominent pre-war sprint car

—the 328-based O.B.M., handled well by Oscar Moore's son Terry, one or two Silverstone Healeys, an impeccable Le Mans Aston Martin, and a new A40 Sports Austin which was first introduced to the public at Earls Court last October.

### RESULTS

**Best Time of Day:** A. J. Butterworth (4,425 A.J.B.), 25.12 secs. (new record).

**Award for Fastest Racing Car:** J. B. Norris (1,970 Alta), 27.50 secs.

**Fastest Sports Car (any trim):** Gordon Parker (2,664 Jaguette), 28.69 secs.

**Award for Fastest Unsupercharged Car (up to 1,500 c.c.):** C. A. Booker (1,097 Cooper), 28.47 secs.

**Fastest Open Standard Car:** W. B. Black (3,622 Allard), 33.82 secs.

**Fastest Standard Saloon:** T. A. D. Crook (1,971 Bristol), 37.6 secs.

**Saloon Cars up to 1,100 c.c.:** J. V. Lewis (1,087 Riley), 48.48 secs.

**Saloon Cars, 1,101 to 1,500 c.c.:** A. G. Baker (1,250 M.G.), 46.75 secs.

**Saloon Cars, 1,501 to 3,000 c.c.:** G. H. Grace (2,443 Riley), 39.58 secs.

**Saloon Cars over 3,000 c.c.:** F. J. Covington (3,485 Jaguar), 39.62 secs.

**Open Cars up to 1,100 c.c.:** A. C. Westwood (918 Fiat), 44.2 secs.

**Open Cars, 1,101 to 1,500 c.c.:** J. I. K. Lino (1,250 M.G.), 40 secs. (Fastest Standard M.G. Midget.)

**Open Cars, 1,501 to 3,000 c.c.:** F. A. Spiller (2,443 Healey), 36.45 secs.

**Open Cars, over 3,000 c.c.:** J. Craig (3,442 Jaguar), 34 secs.

**Sports Cars up to 1,100 c.c.:** S. G. Greene (1,086 M.G.), 41 secs.

**Sports Cars up to 1,500 c.c.:** A. G. Baker (939 M.G.), 30.64 secs.

**Sports Cars, 1,501 to 3,000 c.c.:** S. G. Greene (1,971 Frazer-Nash), 32.90 secs.

**Sports Cars over 3,000 c.c.:** R. Larinaga (3,917 Allard), 34.06 secs.

**500 c.c. Racing Cars:** D. Parker (J.B.S.), 32.8 secs.

**501 to 1,100 c.c. Racing Cars:** D. N. Brake (996 Cooper), 28.6 secs.

**1,101 to 1,500 c.c. Racing Cars:** R. J. W. Appleton (1,098 Appleton Spl.), 31 secs.

**1,501 to 3,000 c.c. Racing Cars:** M. Hukins (2,261 Bugatti), 39.72 secs.

**Over 3,000 c.c. Racing Cars:** A. S. Raven (2,994 Bugatti), 29.8 secs.

(Only one award could be taken by one entrant.)





**BILLY SCOTT** (1½-litre M.G.), first starter, leaves Stranmillis Embankment, Belfast, at 8.18 a.m. on 24th March.

occasional showers, as we followed Class 11 southwards over the border, which was passed with the very minimum of delay. By the time we reached Dundalk with the first of the Belfast contingent, many of the Dublin starters had already passed through this check point. From here the route lay through Ardee, Kells, and Mullingar to the second check at Clara, Co. Offaly. Before midday, 56 of the competitors had passed through here and made their way a further nine miles to the first time control at Ballydaly, where H. D. McMillan (Morris) and A. Campbell (M.G.) were late, and G. P. Fiddie (Riley) retired.

Here was held the first test, the "saw" through a 7 ft. channel, which claimed a total of 15 failures, including J. F. Kelliher (Sunbeam-Talbot), who lost his transmission, and others who did not perform the test correctly. The provisional results, as given in my interim report last week, remain.

From Ballydaly the route led over worsening roads, with an astonishing

## **R. A. Hopkinson's Triumph**

**TOUGHEST CIRCUIT OF IRELAND TRIAL EVER—TC M.G. DRIVER WINS SIX AWARDS—MANY VETERANS RETIRE**

**T**HE U.A.C.'s Circuit of Ireland Trial, now in its 20th year, was this Easter voted the toughest yet. Of the 179 starters, 51 retired or were excluded—some through crashes or mechanical trouble, some through getting bogged or lost on the tricky Sunday map-reading section. The Competitions' Committee excelled themselves in the finding of trials country—it is said that Hon. Sec. Gordon Neill went through four petrol tanks in choosing part of the course—and even Dennis Dent, of London, admitted that his Allard was seldom parallel to the edges of the road. The Premier Award was won by a visitor, R. A. Hopkinson, of Chesterfield, in a TC M.G., and he and his wife confessed to amazement at their success, stating that they worked for the team award, with no thought of greater honours. Which seems to point a moral somewhere.

**C. W. EYRE-MAUNSELL** (Minx) brings home a souvenir from the double reverse test at Bentry

### **SATURDAY 24th**

**A**N early shower of heavy snow having cleared temporarily, the first Belfast starter, Billy Scott in a 1½-litre M.G. Saloon, left Stranmillis Embankment at 8.18 a.m., there being six non-starters out of the whole entry, and one excluded for lateness at the initial scrutiny. The weather remained clear but crisp, with

thickness of rubber carpet on the sharper bends, to the next time control at Crean's Crossroads, S.E. of the Boggeragh Mountains in Co. Cork. Crean's also claimed its toll, latecomers being D. A. Henderson (Sunbeam-Talbot), Mrs. F. Montgomery (Riley), Peter Thomas (Dodge) and McMillan. Of the big saloons, C. E. Robb (Humber Hawk),





## Circuit of Ireland—continued.

C. F. C. Lindsay (Bristol) and D. P. Johnson (Allard) were seen to be well ahead of time, but T. A. McGrath was doing a longish job on a front wheel bearing of his Sunbeam-Talbot. Dr R. A. Montgomery (Riley) and E. J. Wilkinson (Healey) retired, the latter because his navigator had dropped the road book overboard, and not missed it for 50-odd miles! Tony Campbell arrived an hour ahead of time, spent 55 mins. in relaxation, and then realised that he had forgotten to check in at Clara!

The first piece of real trials country followed, with two checks in the Boggeragh and Derrynasaggart Mountains, before Ballyvourney. W. J. Henry and R. J. Caldwell smashed the sumps of their M.G. saloons, but by judicious coasting managed to reach the Killarney control on time. Not so 26 others, however, including Arthur McAnerney (Super Snipe) who hit a bridge hard enough to pull the prop. shaft out of the gearbox, and R. B. Hull (Singer Roadster) whose fan spindle broke, demolishing the radiator. Early arrivals took the opportunity of filling up before entering the *parc fermé*, helped by a garage proprietor who seemed to appreciate the need for speedy service. Then they sought food in their hotels, and, to their delight, found an abundance of it, and good service to boot.

## SUNDAY 25th

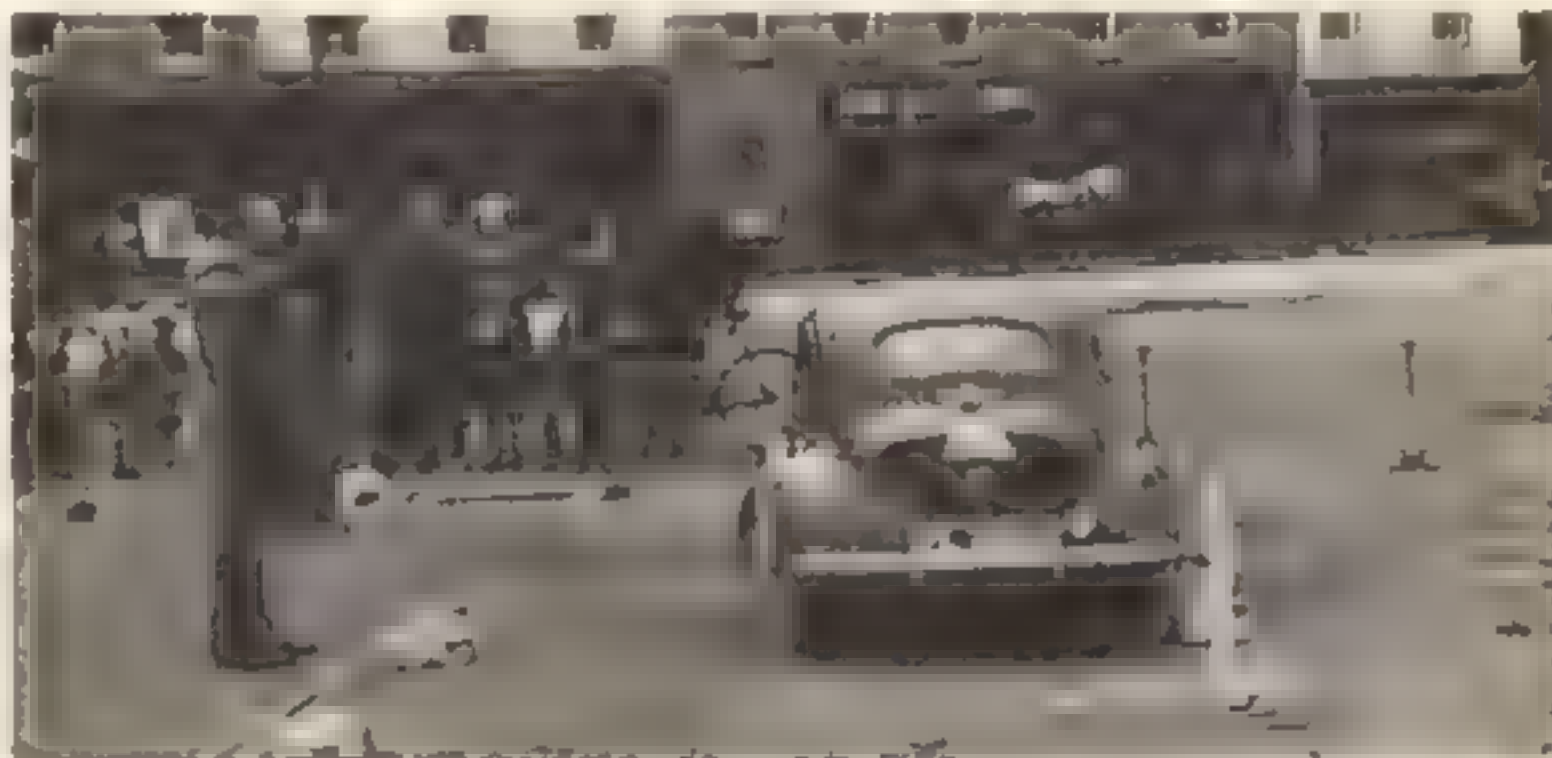
The late numbers of Classes II and III, who had had to cover the mountain section after dark, found consolation

district indicated as a good road a rough track which died in the middle of the bogland, and there some of the most experienced drivers in the country found themselves—stuck!

Some lifted their cars out bodily, others made a road with cut bracken, and Peter Thomas's Dodge is rumoured to have become a permanent feature of the landscape. No less than 67 were late at the control, many of them so much so that they retired or were excluded, whilst others were written off for approaching from the south. We were fortunate in abandoning our map and choosing to follow S. F. McMaster (Austin), whose capable navigator led us straight to the spot without fuss. Edgar Wadsworth

road to the Tim Healy Pass in the Cahal Mountains, all but three checked in on time, before commencing a flying-start timed climb of the Pass. Tim Healy has to be seen to be believed, for in about 2½ miles of double hairpins it climbs from 400 ft. to over 1,000 ft., and running out of road means running into thinish air. Suffice to say that two recording engineers taken up at speed by a well-known BBC commentator were very sick indeed at the top.

Referring to the results published last week, I hope you will be impressed by the performance of Stanley Porter in the Plus-Four Morgan, and again by that of Edgar Wadsworth, whose Dyna-Panhard went up like a scalded cockroach in



(Above) CONNELL (Renault) in trouble at the Bantry Test

(Left) U.A.C. Vice-chairman, Jacky Harrison, checks in L. M. Murray's V-W at the elusive Gougane Barra control on 25th March



next morning, when the first of the small saloons left the *parc* at 6.30 a.m., and they were all still in bed. All, that is, but Dick Robinson, who was seen walking down the main street in pyjamas and dressing gown, looking for fire-extinguisher fluid for the clutch of his H.R.G. However, Sunday's run was the top-secret map-reading section, and they little knew what awaited them.

Up in the mountains N.E. of Bantry Bay, there nestles a wee lough called Gougane Barra—Finbar's Rocky Cleft. Apparently the revered Saint Finbar had no trouble in finding it in the 6th century A.D., but a thousand years or so sees a few changes, and the bright boys of the 20th, who had to approach it from the north, found it very hard to do so. The recommended ordnance map for the

and Cyril Corbushley made history by arriving 20 mins. early in their "Grand Sport" Dyna-Panhard. But all the big Ulster "names" were out, left to ponder over the fact that their maps had been "revised in 1903".

The route then detoured east and south through checks at Inchigeelagh, Drimoleague, and near Kilcrohane, to the coastal town of Bantry, where the double reverse through a channel was held. Of the depleted field, only two were late at the Bantry control, but six of the saloons were deemed failures in the test, and the two remaining 4CV Renaults had trouble, apparently through lack of rear-wards vision. Again, the results published in our last issue are correct.

Going round the coast through Glengariff and Adrigole, then up the winding

second gear. The time in seconds for the climb is obtained by multiplying the marks lost by five. All the performances here were remarkably good, especially as the road was partially blocked by a steam-roller busily re-surfacing.

Having gone up in fine style with his 1934 Singer Saloon, P. H. Scarf, of Southsea, slowed to light a cigarette, and bang went a steering connection. Fortunately, perhaps, but disappointing, as until then he had not dropped a mark. However, we met him later in Kenmare trackrod over shoulder, cheerfully looking for a welder.

Another tough section from Tim Healy led through the Gap of Dunloe in the MacGillicuddy Reeks to a check point at Kate Kearney's Cottage, and a control at Bealalaw Bridge, where 11 were late and "Golf" Imhof failed to appear, having done a spot of mutual denting with a non-competing Ford Anglia en route, and damaging his sump. These non-competing cars were a constant menace, for Southerners drive them at the limit, and always on the crown of the road. The most belligerent of Continental tactics is needed to pass them, coming or going.

After a further check at Cahirciveen,



**Circuit of Ireland—continued**

the lads (and ladies) returned to Killarney, where only one was late. At this stage, retirements and exclusions totalled 10 in Class I, 14 in Class II, and a like number in Class III.

**MONDAY 26th**

On Monday morning, in a cold drizzle of rain, competitors left Killarney heading N.W. for a control near Inchicarrigane, Co. Kerry, with three late-comers. Then came the coasting in neutral test, which proved tough enough to fail 29, the results being very close.

**Class I:** 1st, D. G. Johnston (M.G.), 22.4 marks lost; 2nd, G. H. Reilly (M.G.), and J. B. Ross (M.G.), 22.6 marks lost; 3rd, E. T. McMullen (M.G.), 24.4 marks lost.

**Class II:** 1st, J. Lord (M.G.), 23.8 marks lost; 2nd, B. McCaldin (Minx), 24.2 marks lost; 3rd, J. McWatters (Minor), 24.6 marks lost.

**Class III:** 1st, H. W. Underhill (Bentley), 24.2 marks lost; 2nd, R. J. Adams (Sunbeam-Talbot), 24.8 marks lost; 3rd, R. T. Hill (Austin A.90), 26.0 marks lost.

After two further checks, at Dingle and Castlegregory, came the long run over good main roads to Galway, where only one competitor was late at the Great Southern Hotel control, and another 100-odd miles in a north-westerly direction to a check at Belmullet, on the coast of Co. Mayo. By this time night had fallen, and the headlamps and "flame-throwers" came into action as cars headed east for Sligo in dreary showers of bleak rain, but all checked in on time at the Sligo control.

**MONDAY NIGHT 26th-27th**

Settling down for the long night ahead, we turned north again through Ballyshannon and Donegal, to the check at Dunloe, then east across the border to the control at Londonderry in Northern Ireland, where only one of the whole field, a Volkswagen, was late. With dawn breaking, and traces of snow to be seen again, we made for a check point between Torr Head and Cushendun Co. Antrim, on the east coast. A few miles south lay the control near Cushendall

where Class II was proved to have fared worst in the night run with 26 late arrivals, but only one in each of the other two classes.

**TUESDAY 27th**

Just south of Cushendun came another test, this time a timed negotiation of an 8 ft channel which saw eight failures. Two more retirements were notified here, and the results of the test were:

**Class I:** 1st, D. G. Scott (M.G.), 21.8 marks lost; 2nd, J. T. Eaton (M.G.), 22.0 marks lost; 3rd, J. F. F. Howe (M.G.), 22.6 marks lost.

**Class II:** 1st, G. Walsley (Minor), 24.4 marks lost; 2nd, Dr. W. N. Jones (Minx), 24.6 marks lost; 3rd, I. N. Lamont (M.G.) and A. N. Johnston (Singer), 25.0 marks lost.

**Class III:** 1st, S. Pentland (Citroën), 28.4 marks lost; 2nd, W. Chesney (Sunbeam-Talbot), 29.6 marks lost; 3rd, J. D. Keatley (Sunbeam-Talbot), 30.2 marks lost.

After a check at Larne Co. Antrim the tired, unshaven competitors drove to Natts Corner Aerodrome, near Belfast where only four were late at the finish control. Immediately on their arrival, they underwent the electrically-timed braking test on a gradual right-hand bend, seven being caught out with useless stoppers. Results were:

**Class I:** 1st, R. J. Nash (M.G.), 34 marks lost; 2nd, D. G. Johnston (M.G.), 36 marks lost; 3rd, E. D. Dent (Adard), 36.5 marks lost.

**Class II:** 1st, J. G. Stevenson (Minx), 37 marks lost; 2nd, W. Scott (M.G.) and J. Peile (Minx), 39 marks lost; 3rd, W. J. Hutton (A.40), 40.5 marks lost.

**Class III:** 1st, W. J. G. Clarke (Standard) and M. C. Hogan (Citroën), 43 marks lost; 2nd, S. Pentland (Citroën), 45 marks lost; 3rd, J. H. Davidson (Humber), 46 marks lost.

At the final test, the double pylon, the frosty surface had dried by the time the bulk of the small-saloon contingent arrived and few succeeded in sliding it. Saunders Graham made an astonishingly good effort with a Ford V.8 Pilot, but Jack McMichael had to tour round slowly with only two studs holding on each back wheel of his Austin. Failures

totalled seven, and the results were:

**Class I:** 1st, L. V. C. Henderson (M.G.), 17.6 marks lost; 2nd, J. B. Ross (M.G.), 18.2 marks lost; 3rd, R. A. Hopkinson (M.G.), 19 marks lost.

**Class II:** 1st, J. R. V. Noble (Minor), 20.4 marks lost; 2nd, C. W. Eyre-Maunsell (Minx), 20.8 marks lost; 3rd, J. McWatters (Minor), 21 marks lost.

**Class III:** 1st, R. J. Adams (Sunbeam-Talbot), 22.6 marks lost; 2nd, F. Charleton (Vauxhall), 23.8 marks lost; 3rd, S. Pentland (Citroën), 25.4 marks lost.

After the final scrutiny, where, surprisingly, only three lost marks for damaged bodywork or faulty electrical equipment, competitors returned to Belfast for a wash and shave before the prize giving at the Carlton Restaurant, at which after yeoman work by auditor James Pinkerton of the U.A.C., the final results were announced at 11 p.m.

**RESULTS**

**Premier Award:** R. A. Hopkinson, of Chesterfield (M.G.), 233.2 marks lost.

**Novice Award:** R. A. Hopkinson.

**Castlereagh Trophy (Visitors' Award):** R. A. Hopkinson.

**Class I:** 1st, R. A. Hopkinson; 2nd, J. J. Flynn (M.G.), 237.3 marks lost; 3rd, D. G. Scott (M.G.), 239.7 marks lost.

**Class II:** 1st, P. H. S. Newel (Morris Oxford), 246.3 marks lost; 2nd, Cecil Vard (Hillman Minx), 250.7 marks lost; 3rd, J. McWatters (Morris Minor), 252.2 marks lost.

**Class III:** 1st, S. Pentland (Citroën), 252.4 marks lost; 2nd, R. J. Adams (Sunbeam-Talbot), 264.5 marks lost; 3rd, J. D. Keatley (Sunbeam-Talbot), 278.6 marks lost.

**Ladies' Prize:** Mrs. J. J. Flynn and Mrs. P. Rawlinson (M.G. 1½ saloon), 285.5 marks lost.

**Team Prize: "The Emgoes"** (Hopkinson, Flynn and Scott).

Hopkinson, Flynn and Scott were 1st, 2nd and 3rd in the whole event. Newel Vard and McWatters were 4th, 6th and 7th, and Pentland, Adams and Keatley were 10th, 16th and 25th.

128 Souvenir Awards were presented to official finishers.

WILSON McCOMB.

**LANCASHIRE MAIN ROAD TRIAL**

This Sunday, 8th April, the Lancashire A.C. are holding a Main Road Trial starting from Church Lane, Whalley, at 2 p.m. A route of about 50.60 miles will be covered and the timing arrangements will be based on an average speed of 24 m.p.h. The trial will be at the Strik House Hotel, Nr. Osburn, where dinner will be available from 6 p.m. Secretary of meeting, J. Taylor, County Bank Chambers, New Market Street, Blackburn. Tel.: 49172.

**BRISTOL NIGHT TRIAL**

The Bristol M.C. and L.C.C. will be holding their Poole Trophy Night

Trial on 19th May. This event will take place over main and secondary roads, being devised for members whose cars are indispensable to them for daily use and must not be damaged. The area of the trial will be confined to South Gloucestershire, the start being just north of Bristol. First competitor goes off just after 9.30 p.m., and the course is some 60 miles long.

**BUGATTI O.C. RALLYE  
TELEGRAPHIQUE****Results**

**Special Award:** R. P. N. Stark (Vauxhall Velox), 317 marks retained.

**1st Class Awards:** M. W. Hilton

(Standard Vanguard), 300 mks. B. Minnett-Smith (Ford Pilot), 273 mks. G. B. Whiteaway (Ford 8 Saloon), 264 mks.

**2nd Class Awards:** T. G. Wood (M.G. TD), 261 mks. T. Beckingham (Vauxhall Wyvern), 259 mks.

**Other finishers:** F. Adams (240 mks.); A. J. Martin (236); M. Biberfeld (226); M. W. Taylor (223); P. J. Stubberfield (222); A. D. Jones (211); D. J. I. Garstin (207); F. N. Shelley (185); D. Monro (179); W. D. Porter (170); C. C. D. Miller (164); C. S. Neame (156); B. Allen (143); W. G. Battersby (137); Sir D. W. Verner (125); H. J. Senn (121); A. Gascoine (80); T. R. King-Smith (40).



# Cyril Corbishley Wins Again

Macclesfield Driver's Success in Chester M.C.'s Bartley Trial Trophy

THE Chester Motor Club's Bartley Trophy Trial started from Padeswood Garage, near Mold, in North Wales, under the critical eye of the Trophy-donor himself.

H. D. Pritchard, the Anglesey driver of an I.M.B., led the field of 18 starters out of the original 23 entries. Notable absentees were Les Winder, the Bramley brothers and Mason and Hawtin, Dellow-mounted.

The first section was an old motorcycle hill and the first arrivals reckoned there was just enough room for a solo at that! However, Dorothy Corbishley proved otherwise and went up in grand style with the C.C.S. Ford. This meant that brother Cyril just had to do it and he did! Frank Dean was the next up and these three led many.

High Street, a delightful, non-chassis-breaking section near Caergwile proved impossible on this rather damp day, the entire entry failing in Section 2 or below. The next section, Windy Hill, was as much a description of a driver's mental condition at the sight of the climb as it was of the hill itself. However, Cyril Corbishley showed how it could be done after sister Dorothy had failed but gloriously. Corbishley's

achievement was soon emulated by Ross Preston in his self-built mid-engined special, and by Alan Hopkinson, fresh from his eight-cup Circuit of Ireland success.

This led the contestants to the Camel so called because of the hump which however occurred at the end instead of the middle. As a section it fared only one car, as a bit of fun it was great.

Short and Sweet, a brief climb with a very severe lock caught out quite a few. Ross Preston was the first to successfully negotiate it. There followed some horrible-looking rocks called Jungle Avenue, where of the 18 arriving only four climbed it.

The Special Test was a forward reverse-forward but was cunning inasmuch as the whole surface was more or less like a section itself. Wheelspin was in great supply and 40 seconds or thereabouts was good. Nearby lurked Swan Song, which was, if this scribe's memory does not serve him false, used in an immediate post-war "Jeans". It was too much for many and several inquests were held here as to just what was the best way to do it.

The last section of the day was a really good hill known as Boundary

Stone, and lay on private ground within a cock's stride of Loggerheads and the finish at Riva-on-Garage.

The Corbishley family flag flew high here and Miss Barbara Kemble also completed a day of nicely judged driving by a clean climb. Ken Bailey, Vauxhall-propelled, also retained a clean space on the observer's sheet.

The 30-mile course had contained some very good hills and some which could not, perhaps, lay claim to such proud description. The route card was accurate enough but some intermediate mileages would have been a help to the navigators. The weather wasn't so kind but we seem to remember hearing that before.

## RESULTS

Bartley Challenge Trophy: C. Corbishley (1,446 C.C.S.).

Special Award (best opposite class):

J. K. Preston (1,172 Austin Spl.).

Special Award (best C.M.C. member):

Miss H. B. Kemble (1,172 Ford).

First Class Awards: Class A: K. R. Bailey (1,442 Bailey Spl.). Class B:

A. A. Butler (1,172 Clegg).

Second Class Awards: Class A: R. A. Hopkinson (1,172 Bancroft Sp.). Class B: W. F. Clegg (1,172 Clegg).

# Lancia Wins Bentley Rally

Successful Eastbourne Event

LAST week-end, the Bentley Drivers' Club's ambitious Eastbourne Rally attracted 94 starters, out of which 69 completed the 300-mile road section without loss of marks, 14 retired, or were excluded for various reasons. The entry included 50 vintage and post-1931 cars from the organizing club together with cars entered from Aston Martin Owners, Lagonda and Lancia one-make clubs, and drivers from the Hastings, Essex and Hendon Police Driving Schools.

Entrants converged on the Lambert Arms, Aston Rowant, and then went to Eastbourne by way of Stonehenge and Box Hill (Surrey). On Saturday morning, a series of driving tests were held on Eastbourne front, and repeated in the afternoon. The best of two runs counted.

On Sunday, torrential rain greeted competitors when they went to Fric Hill, newly re-surfaced by the B.D.C. Here all cars had a couple of runs up the 1 in 7 gradient, which, with its two tricky bends is not particularly suited to slow-revving machinery.

R. F. Wright (4½-litre Lagonda) was best with 34.2 secs., and other good times were returned by C. A. Hartridge (6½-litre Bentley), 34.4 secs., A. Godsal

(4½-litre Bentley), 36.2 secs., G. C. H. Kramer (4½-litre Bentley), 36.8 secs., and McDonald and Chapman also in 4½'s.

When final results were worked out, it was seen that the first four places were filled by four different makes of car and four different clubs. D. B. Yorke-Long (Lancia Aprilia) finished on top, closely followed by a Frazer-Nash and then a police driver with a 2½-litre Rover.

The organization was praised by all concerned and the officials and marshals who stuck to their posts day and night, and in rain and sun (not much) earned the special thanks of all entrants.

## PROVISIONAL RESULTS

1, D. B. Yorke-Long (Lancia), Lancia M.C. 163.6 points; 2, D. P. Harris (Frazer-Nash), V.S.C.C., 163.8; 3, A. E. E. Teer (Riley), Metropolitan Police, 165.4; 4, H. J. Wainwright (4½ Bentley), B.D.C., 167.8; 5, A. Godsal (4½ Bentley), B.D.C., 171.4; 6, J. Skeggs (6.80 Wolseley), Metropolitan Police, 173.0; 7, J. F. P. Tate (3½ Bentley), B.D.C., 174.4; 8, C. A. Hartridge (6½ Bentley), B.D.C., 175.8; 9, M. G. Baker (3½ Bentley), B.D.C., 176.6; 10, G. C. H. Kramer (4½ Bentley), B.D.C., 177.6.

## YORKS B.A.R.C. NIGHT RUN

THE British Automobile Racing Club Yorkshire Centre "All Fool's Eve Night Rally" on 31st March was threatened by the organizers to be a "real" motoring event and without help from the weather this turned out to be very correct.

The route was for 150 miles over the highways and byways of the West Riding with time controls, a special test and as *pièce de résistance* an Observed Section which had to be covered at exactly the set average speed over Strines Moor. Although the average speed varied between 24 mph and 30 mph only Tommy Wise succeeded in running clean at all time controls, although it is only fair to record that "Robbie" Walshaw would have shared this honour but for clemently misreading his instructions and sitting outside a control until past the time for reporting. On the Strines Moor section only T. A. Smith managed to cover the five miles to within a second of 10 minutes.

## RESULTS

Under 1,500 c.c.: 1, T. C. Wise (Jupiter), 78.0 marks lost; 2, T. C. Clapham (Javelin), 856.2 marks; 3, G. E. H. Wilson (Javelin), 1,042.4 marks.

Over 1,500 c.c.: 1, T. A. Smith (Rover 75), 102.8 marks lost; 2, S. G. Haithwaite (Bristol), 492.8 marks; 3, J. M. Ryecroft (Austin 12), 638.0 marks.

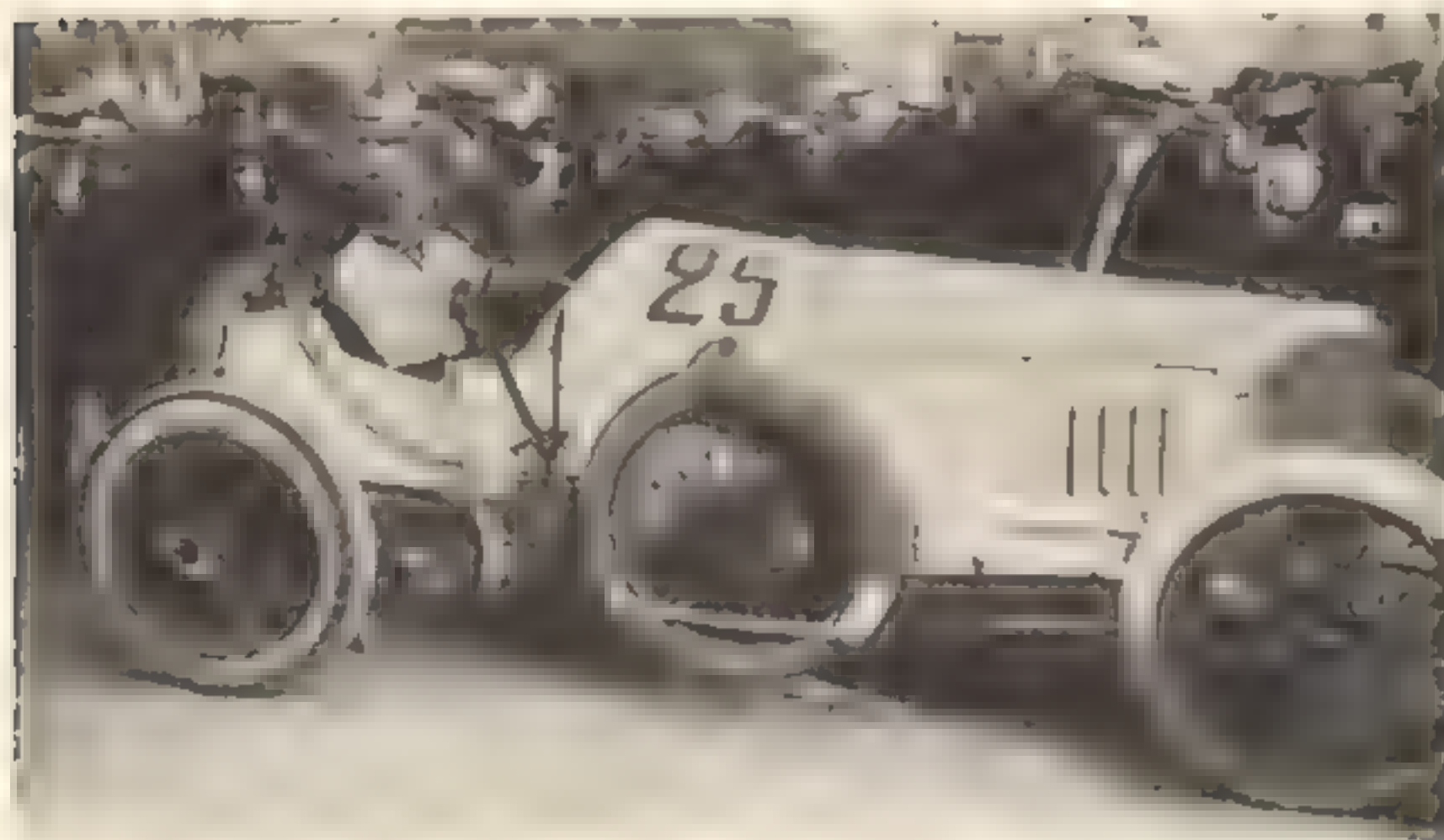
Special Test Award: P. R. Bolton (M.G. 1½).



## TECHNICAL &amp; OTHERWISE

## CHAIN-DRIVE COMMENTARY

BY  
JOHN  
BOLSTER



MERCEDES, 1913: Pilette's chain-driven, 925-litre, 4-cylinder Mercedes which came third in the G.P. de France on the Sarthe circuit, 1913. This race, organized by the Auto Club de l'Ouest, must not be confused with the French Grand Prix

ON looking through the back numbers of AUTOSPORT, I notice that on 29th September, 1950, an article by me, called "Chain-Drive versus Shaft", was published. It is easy, in a busy life, to forget entirely what one has written about in the past, but owing to the kindness of several correspondents, I have been reminded fairly frequently of this particular piece of prose. As the matter still seems to be of some interest, perhaps a few further remarks would not be out of place.

In my original article, I described the Pecqueur axle for the steam coaches of more than a century ago, in which a single chain drove a sprocket which incorporated the differential. I told how Herr Karl Benz, who built the first practical car in 1885, transferred the differential to the chassis and used two chains to drive the wheels; this form of transmission was retained for many racing cars up to 1912. Nobody has disputed any of that, but when I explained why Mercedes finally dropped the system in 1914, I succeeded in filling the correspondence columns for the whole winter!

It is well known that it is undesirable for the transmission of power to deflect the suspension, for that must interfere with the road-holding. At the time in question, racing cars were being built which had 10 b.h.p. per cwt., and with narrow high-pressure tyres and undamped springs, stability was no mean problem on the rough and loose road surfaces over which racing took place. The Mercedes engineers found that the torque reaction of their chain transmission was aggravating the problem, and so they decided to go over to the live-axle. If only they had replaced their chains with a de Dion rear end—an almost equally ancient design—they would have entirely eliminated all undesirable torques. As it was, it was more than two decades before they did so, and in that intervening

period, they had to put up with other effects which, if of less magnitude, were still objectionable.

Let us compare the defects of the side-chain and live-axle layouts.

In the case of the live-axle, the worst feature is the propeller shaft torque, which instead of being contained in the chassis, as in de Dion or chain systems, tries to lift one back wheel and depress the other. This is hardly noticeable in a car with hard springs and a considerable gear reduction in the rear axle, but a high-g geared car with soft springs must roll appreciably every time the throttle is opened. This can cause roll-steer effects of sufficient magnitude to require appreciable correction by the steering wheel.

The side-chain arrangement gets its power through a shaft which runs across the chassis instead of fore and aft, as in this case the right-angle drive is in the gearbox. This cross-drive still tries to carry round the final transmission aggregate against the resistance caused by traction and inertia, but it lifts both ends of the axle upwards against the springs, instead of raising one wheel and depressing the other.

For a racing car, travelling fairly fast and subjected to violent acceleration, to have its wheels suddenly lifted away from the road, it must experience a marked disturbance in road-holding. What is worse, with a considerable spring deflection and little damping, it is only too easy for a cumulative effect to be built up.

The reason for this wheel-lifting tendency has not been apparent to some correspondents, but I agree with Lt-Col. Archdale's letter of 24th November, 1950, in which he said, "... that elaborate mathematics are out of place ...", and suggested that simple reasoning was sufficient. Certainly, some of the mathematical pundits have only proved the matter to their own satisfaction and to nobody else's. All this calculation of



**MERCEDES, 1914:** *Lautenschlager's shaft-driven 4½ litre Mercedes, winner of the great French Grand Prix at Lyons, 1914.*

the pull on the top run of the chain, and the push on the radius rod, is rather beside the point, and I think I can best explain the effect by borrowing the analogy of the correspondent who likened chain-drive to a train of gears.

Let us imagine the type of Mercedes in which a pair of chain cases enclosed the drive, and took the place of radius rods. Let us then, on one side of the car, replace the two sprockets on the rear wheel and countershaft with large spur wheels, and mount an idler wheel between them to engage them both; its bearing would, of course, be supported by the radius arm-cum-casing. From external appearance, the drive to both back wheels would be identical, and so, I maintain, would be their effect on the suspension. Both drives would form, in effect, a sort of epicyclic arrangement. Therefore, if the axle were to approach the chassis rapidly, the speed of both back wheels would momentarily diminish, and if it were to drop away from the frame, the wheels would speed up. Conversely if the countershaft were speeded up by the engine, the road wheels, impeded by inertia and tractive resistance, would rise and compress the springs of the car before being forced to accelerate likewise.

The Frazer-Nash or G.N. has been mentioned in the discussion, though that was not the type of chain-drive I described in my article. In that case, it is entirely immaterial whether the back axle gets an upward or downward "nudge", for the effect would be equally regrettable in both cases! The drive here is only to one side of the axle by a single chain (at a given moment), and, therefore, the torque reaction will make



the car roll on its springs. This, by modifying the slip-angle of the tyres, will cause a roll-steer effect, exactly as with a shaft-driven live-axle. Of course, the two centre chains will cause less roll than the ones adjacent to the radius arms.

As an owner of these cars, I can say that the springing is too hard, and the power too low, for the driver to be worried by this manifestation. I did, however, build a "special" which, with a weight of only 11 cwt. and more than 200 b.h.p. under its bonnet, was rather a different proposition. It had "one chain at a time" transmission, and independent front suspension, all the springs being very soft. It certainly exhibited the effects I have described in a very big way indeed, and was perhaps a better guinea-pig than the Meccano toy that was recently illustrated.

I do hope that I have at last explained the behaviour of chain-drive sufficiently clearly for everybody to understand it. Unfortunately, mathematical "proofs" seem to get more and more complicated in inverse proportion to the simplicity of the problem involved. For instance, even Lt.-Col. Archdale cannot pick himself up by his own bootlaces, but it would probably require many pages of hieroglyphics to prove it! Simple reasoning and commonsense are all that are required, and that is what I have endeavoured to provide.

## A 16 c.c. "EIGHT"!

MODEL engineer Henri C. Baigent, of Bournemouth, is building a fully operational, supercharged straight-eight twin o.h.c. engine of only 16 c.c. capacity, for mounting in a model Type 158 Alfa-Romeo of about 2½ ins. to 1 ft. scale. All castings have been made in Mr.

*Block, blower and head castings of Baigent's remarkable engine. Valve guides and seatings are of Meehanite, and valves are ⅛ in. across.*



*The crankshaft, barely 7 ins. in overall length, has ⅜ in. main bearings ¼ in. journals and 14 mm. throw.*

Baigent's own workshop, the valve guides and seats are of Meehanite, and twin ignition, working rev. counter and oil pressure gauge will be features of what must surely be the last word in "mini-motors".





# SPORTS

TARUFFI'S RECORD-  
OF IRELAND—CAST  
—BOREHAM



ITALCORSA (Left)  
Piero Taruffi and his  
old-looking, 1,750 c.  
Maserati-powered  
twin-broom machine  
with which he recently  
took Class E records.  
(Above), Close-up of  
the rubber-handled til-  
lers, sole means of steer-  
ing the vehicle.



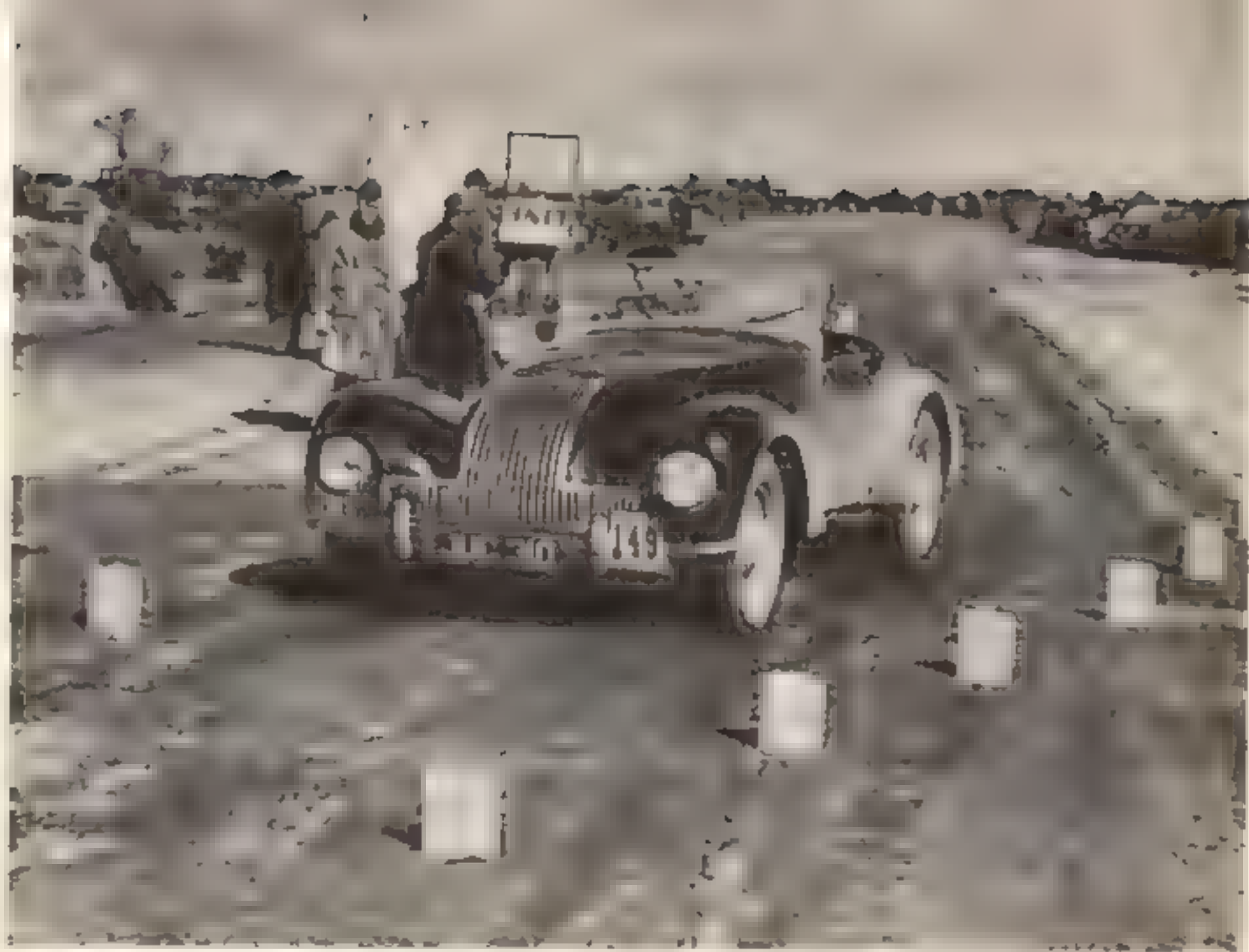
BOREHAM (Left)  
G. H. Grace (No. 1),  
Riley) and F. J. G.  
Coburn's super-naga-  
stare Rex (No. 2)  
at the mark (No. 3)  
West (No. 4) (C)  
sprint

CASTLE COMBE  
(Right) start of the race  
for vintage cars with  
1. to 7) R. J. Pick-  
worth (Frazer-Nash),  
J. A. Earle (Marsh)  
Lancia) and R. W.  
Ashley (Frazer-Nash)  
occupying the front  
row. The eventual  
winner, C. Bradshaw  
(Bentley, No. 74), is  
seen just behind Pick-  
worth's car



# SHOTS

MAKER—CIRCUIT  
COMBE RACES  
PRINTS



*CIRCUIT OF IRELAND B. D. S. Gam (Allard) doing well in the braking test  
Tyre marks are of others who didn't do quite so well*





RUSSELL LOWRY'S

# Northern Lights

PASS RIGHT DOWN THE CAR, PLEASE TIME MARCHES ON R.S.V.P. (P.D.Q.) ASK AN ("AUTOSPORT") POLICEMAN—TO PATCHING WING, £100?—BLOOD PLASMA

PAUSING for a meal the other day on the way to the far North, I watched an enormous charabanc draw up outside, and when the driver came in to fortify his inner man, I had a chat with him. Apparently his juggernaut was the latest thing in 'buses—a veritable earth-borne B.36—with a crew in proportion, including a hostess! A cocktail bar will be installed at the rear end perhaps as an inducement to "pass right down the car". Some hundreds of these are liable to find their way on to the roads in the future, and I couldn't help wondering how on earth the ordinary motorist is going to get past a column of them proceeding home from viewing the Blackpool Illuminations. The wise man is going to collect 'bus time-tables, and arrange his journeys in the opposite direction, at different hours of the day!

I have a sigh of relief on learning that the bugs had not all been removed from the design, as this particular example was on its way back to the works to have the front suspension strengthened. Apparently when going round corners with a full load it behaves too much like an American saloon

DURING the coming summer, we are going to have a steady flow of rallies, gymkhanas, driving tests and events in which the winners will be found by timing over shortish distances. This is going to involve heavy calls on people with stop-watches, and it is to be hoped that a reasonable standard of official timekeeping will be maintained. I don't pretend to be in the Ebby or Lumby class, but have done a fair amount of watch clicking one way and another, and have a big-faced instrument which is pretty accurate. A spot of gentle observation during recent months has shown the most extraordinary divergence between the amount of water that has actually flowed under the bridge and the figure recorded on result sheets. I don't mean in debatable fifths of a second, but in whole handfuls of seconds. This is a state of affairs which is not going to promote happiness among competitors.

It is perhaps a pity that we have not got a recognized body of subsidiary timekeepers, such as is enjoyed by the motor-cycle fraternity, but a reasonable standard of accuracy is not frightfully difficult to achieve, and clubs would do well to cultivate people who really can do the job.

Fortunately, we are not in any danger of a repetition of an incident vouched for in the highest quarters, which occurred at a hill-climb in North Wales, in the early 'twenties. It was before the practice had been established of announcing each man's time as he completed his run. The times and results were computed afterwards. On this occasion, it was found that the top end of the hill simply hadn't functioned at all, and several hours of sport had gone past without any times being

recorded. Such a total failure couldn't be made public, so the back-room boys went into a huddle and drew up a list of times based on what they *thought* the various racers had probably done. They must have done a pretty good job, as no grumbles were heard and everyone went away happy.

WOULD-BE COMPETITORS frequently grumble that they do not receive regulations and entry forms in good time. This applies particularly to Closed Invitation events, and the odd thing is that the invited clubs themselves are often the unconscious cause of the trouble. The R.A.C. are usually very helpful when a club finds itself in a sudden emergency, but they normally ask for six weeks' notice in which to grant permits. Applications have, of course, to be accompanied by draft regulations, and by letters of acceptance from the invited clubs. This is where the hold-up occurs, as invitations are generally referred to the next Committee Meeting, which may not be for a month or more. Proceedings are thereby stuck in the bottleneck. If a system could be evolved whereby invitations could be accepted or declined promptly, much trouble would be saved.

AUTOSPORT gets into some queer places, and owing to the vagaries of the British climate, sometimes appears in strange raiment. Bill Duckworth holds the local record of the moment. Seeing him pretty well soaked the other day at some driving tests, Bill Altham was touched by compassion, and produced an enormous mackintosh from the back of his car. Bill vanished into its capacious folds, and immediately found himself the object of enquiries on every subject from lost children to chimneys on fire, and whether it was market day in the nearest town. He coped fairly successfully, although



"Here come the leaders again, still fighting it out hammer and—er—tongs."



wondering what it was all about. The mystery was solved when he climbed out of his borrowed plumes, and noticed on the shoulder straps the insignia of a high officer of Police!

• • •

THE impending increase in insurance rates is popularly blamed on the costliness of repairing the sweeping and vulnerable panels of post-war motor-cars. According to a garage-keeping friend of ours, this is not so. He thinks the increase is caused by the enormous amount of additional work involved in apparently simple repairs to old cars. If you damage a door or a wing, on a new one, you can get another piece and fasten it on, but the majority of pre-war cars now in circulation have body-work so rotten, that the fitting of a new mudguard may almost involve rebuilding the whole body. Whatever the cause may be, the increase in insurance rates is going to be an uncomfortable blow, and if petrol goes up too...

• • •

CLOTS CORNER. Barbara Kemble drives extremely well and won the Wade Cup in the Jeans Trial but not as indicated in the caption under her photograph on page 376—for the Best Performance in that trial. It was Leslie Winder who carried off the celebrated golden "Jeans". Mind you, the "Wade" must be one of the largest trophies in the game—presented many years ago by the late Ossie Wade, it is of solid silver and about the size of a young bath!

• • •

CLOTTED Northern Light. I seem to have got all tied up in the sponsorship of the Gamston Meetings when writing for the issue of 23rd March. The Whit Monday meeting is, of course, a Sheffield and Hallamshire affair and not Notts (get me?), see. The two clubs actively share Gamston and hold three meetings each. They

also share most of the equipment and cost of track repairs.

• • •

HAVE you had a puncture lately? I've had three, and am now hoping the set is complete. They're not much fun in the midst of our northern winter. The last was on the East Lancashire Road in darkness and pouring rain—and the turnkey affair that gives access to the spare wheel locker was nowhere to be found, having been misplaced during puncture number two, a few days previously. Odd screwdrivers and things were tried in vain. No entry. The main tool supply lives in a bag which was incarcerated with the wheel. No available weapon would twist those little tongues of metal, and the Personification of Clotitude stood in the dripping night, communing with himself in an undertone.

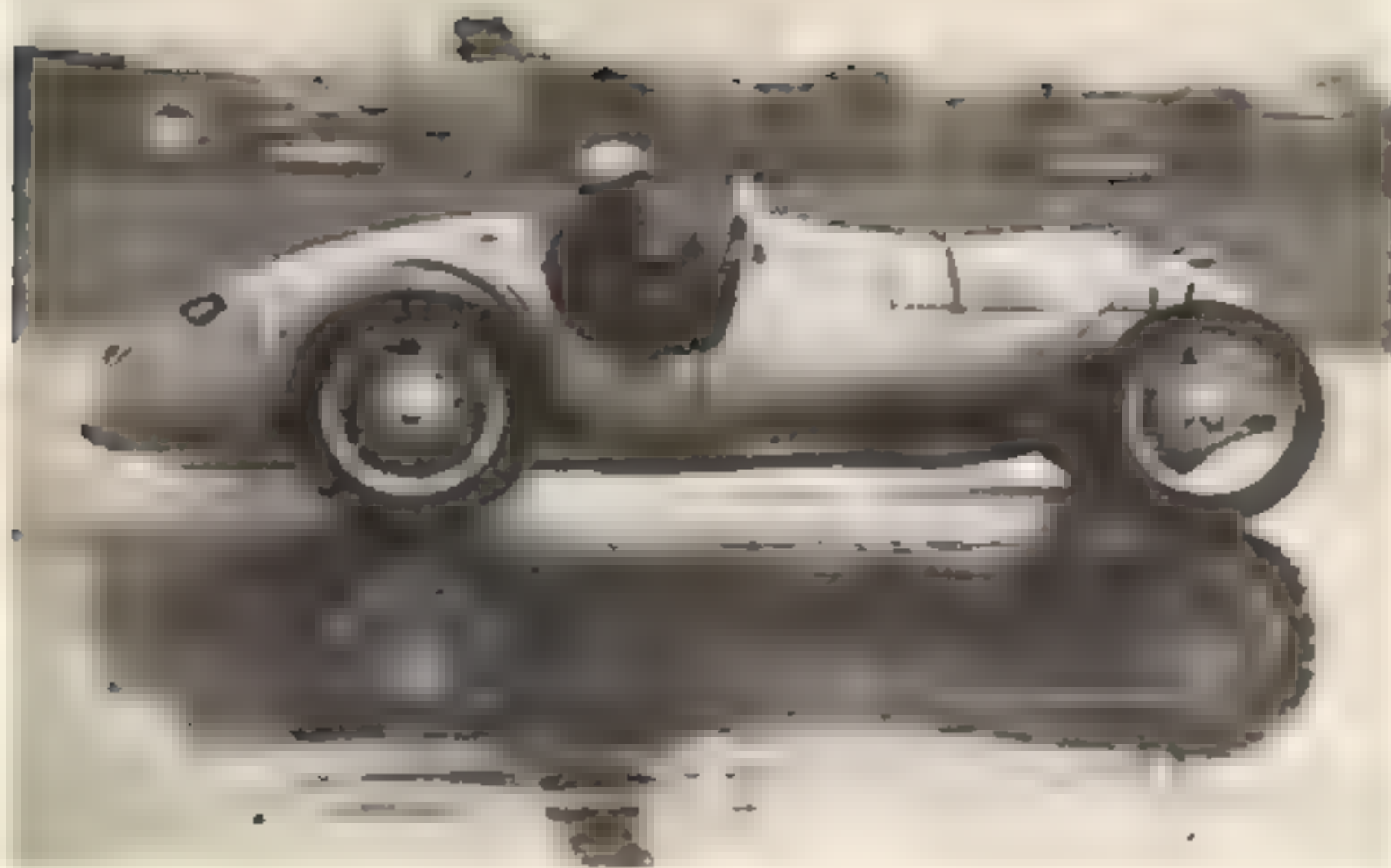
Eventually, a sportsman in an old Vauxhall stopped, and, after a moment's thought, produced a rusty door handle with a lovely long square stalk. The thing was as good as done, but for the customary toll of skin involved in forcing the spare wheel out of its beastly shelf and ramming the other one in.

There ought to be a moral or two lying around here, apart from the obvious one about things in proper places. First, the puncture apparently is not the rare occurrence it is cracked up to be. I must have had a dozen in the last 12 months, although my tyres are sound and regularly checked over. All three recent flats were caused by bits of minor industrial ironware, and not by the flints and fencing staples that are normal risks of sporting hill country. Second, people do, and always will mislay odd accessories such as keys, whose habitat is far from their point of use, and though spare wheels may well be "buried" in the interests of symmetry and safety, they should not so easily become completely inaccessible, together with all the tools. Finally, there should be adequate clearance for getting them in and out, or a bottle of blood plasma should be supplied with every car.



MIXED BAG Line-up in the fourth race for sports cars at the Gamston Easter meeting. Left to right are an S S Jaguar "100", Chapman's Triumph-radiated Mercury which led on lap one, J. Wilmshurst's Bentley and Fisher's 2-litre Aston Martin.





**UNDER NEW MANAGEMENT:** John Dalton in the M.G. Handicap Race with the ex-Phillips Le Mans TC.

there". Vizors seemed to be the correct wear, but there was much peering and wiping as drivers shot past the start.

Seventeen unsupercharged sports cars, between 1,100 and 1,500 c.c., left the line for the next race and as they came down the dip into the finishing straight the first time round, Downing's 1½-litre Connaught led from Hawthorn in the Riley, John Dalton's blue M.G. and the much-vamped TD of Ken Shipp's. The latter pinched a place on lap two and maintained his gain, following Downing and Hawthorn to the finish, the Connaught averaging 67.2 m.p.h.

Event five was run in two classes, the first being for cars up to 1,500 c.c. unblown, and becoming another Cooper battle, the second for over 1,501 c.c. machines and including G. N. Richardson's R.R.A., now fitted with a self-designed swinging arm rear suspension. This car romped home in great style

## A WETTER THAN WET GAMSTON

**RICHARDSON WINS NOTTINGHAM TROPHY — ENTHUSIASM OVERCOMES CONDITIONS IN WELL-RUN N.S.C.C. RACE MEETING**

**W**ATCHED weather on Easter Monday may have spoiled many sporting events, but it brought out the fighting spirit of the Nottingham Sports Car boys so that they overcame the many difficulties of atrocious weather and put on a very successful first-of-the-season Gamston meeting.

A most varied and interesting collection of motor-cars appeared in an excellently printed and quite voluminous programme; and none were more interesting than the nine XK120s which were racing on this grand little aerodrome circuit for the first time.

The big event of the day, which was scheduled to appear as two heats and a final (in true Grand Prix style), was, in fact, run off in one—a circumstance brought about largely by the weather. It did not, however, upset the R.R.A. which the bespectacled Richardson drove brilliantly to victory in a most thrilling and confident manner.

A feature of the racing was the speed and reliability of many of the Rileys and M.G.s, notably those of Shillito and Hawthorn, Dalton and Shipp's, while the tremendous thundering gait of 30/98s and Bentleys was a sight to gladden the vintage heart.

### Sailing Time Delayed

The boat should have been pushed out (and we very nearly mean that literally!) at 1.0 p.m. The fact that it was 35 minutes late was only due to the tardy arrival of the Ambulance Crew—without which no meeting is complete! It was good to think that these men were never required.

Event one brought seven starters, and Hawthorn's Riley showed immediate

superiority, while Stokes, in the ex-Radford Riley, after a not-so-brilliant first lap, went in pursuit with such verve that he crossed the line immediately behind Hawthorn, averaging but .1 m.p.h. less.

### Dagenham versus DB2

Ten-h.p. Fords vied with the DB2 Aston Martin drophead of Peter Reece's in the next event, a five-lap handicap, and it became obvious that Downing's Healey (as used in the Production Car Race at Silverstone) was going to be the danger. In fact, it was only a question of whether the Reece Aston could catch him. Peter never did, so Downing was victorious with Peter Reece second and the older 2-litre Aston Martin of Ben Whitehouse's, a car with an "edgy" note making third five m.p.h. slower. The Sestrères Rally Javelin of John Dalton's was scrutineered out of this race.

Seventeen Formula 3 cars came out to cover the five laps for event 3. Led by a drophead Allard, they went off to a not-so-successful rolling start, two of the drivers pulling in before the "off". Lap one saw May and Merrick in the lead, while Jack Reece gave the thumbs down from an obviously sick Mark V Cooper. Merrick's Cooper established a slender lead over "Can" May in the ex-Moss car, these two eventually pulling well away from Mike Beardshaw and Beauman, also Cooper-mounted. Beauman fell out on the last lap, allowing A. J. Nurse to take fourth place, final order being Merrick, May and, four m.p.h. slower, Mike Beardshaw.

Conditions were grim just now, one driver describing it as "murder out

being some three m.p.h. faster than the 2-litre Riley of Gordon Shillito, which, however, went extremely well in averaging 73.2 m.p.h. A. J. Nurse followed them home with his Cooper.

In the sixth event, that for sports cars between 1½ and 2½ litres, Tyrer's beautiful white BMW "Mille Miglia" model never looked anything but a winner, being a comfortable five m.p.h. plus faster than the first of the two Connaughts which followed it home. The Connaughts looked very steady in spite of the conditions.

The M.G. handicap gave us a view of a varied collection of these cars. The red 750 job of Lant's went howling around Gamston, the driver throwing frenzied looks at following craft. These latter, however, did not manage to catch the flying Lant, the handicap proving just too much for Shipp's and Dalton, who filled second and third places.

The crowd, conservatively estimated by now at 4,000, waited excitedly for the next race which included nine XK120 Jaguars. Gillie Tyrer's BMW was also in the list, as was Phil Chapman's very successful Mercury. The Reece DB2 Aston Martin again appeared, along with such cars as Wilmshurst's Bentley and Edwards's Healey.

### Chapman Sets the Pace

They went off to a good start and on the back straight a light-coloured car was out in front. Not a Jaguar! The crowd awaited in excitement for this phenomenon. Then suddenly, over the rise appeared—Chapman's Mercury! Excitement rose as he flashed by the start with Hugh Howarth conducting his duo-tone XK in a hot second place



and Gillie Tyrer third. This was good.

Even more excitement awaited us. On the second lap it was again a very light-coloured, but squat, car which popped over the rise in a cloud of spray, and to everyone's surprise Tyrer came tearing down the straight, going like the clappers. The Mercury was in second place and holding off a strong challenger in Hugh Howarth. The finish came with Tyrer winning by almost two m.p.h. from the very fast Howarth XK and Scragg in another car of this marque taking third place from the redoubtable Chapman. Mrs. Binns led several other Jags home.

Event nine was a vintage concern. The Rumble Stakes was supported by all that was best in cars and the 4½-litre Bentleys and 30/98s coming down the hill in a cloud of spray like great battle-ships awash, made a truly inspiring sight. Wilmshurst failed to make up his handicap and brought his magnificent black Bentley home in second place, sandwiched between the M.G./Riley of Pannell and the ex-Radford Riley/Morris of Stokes. What a sandwich! Kenneth Neve, that great enthusiast, returned pitwards with a silencer hanging adrift—the first time we have seen the Vauxhall looking at all *hors de combat*.

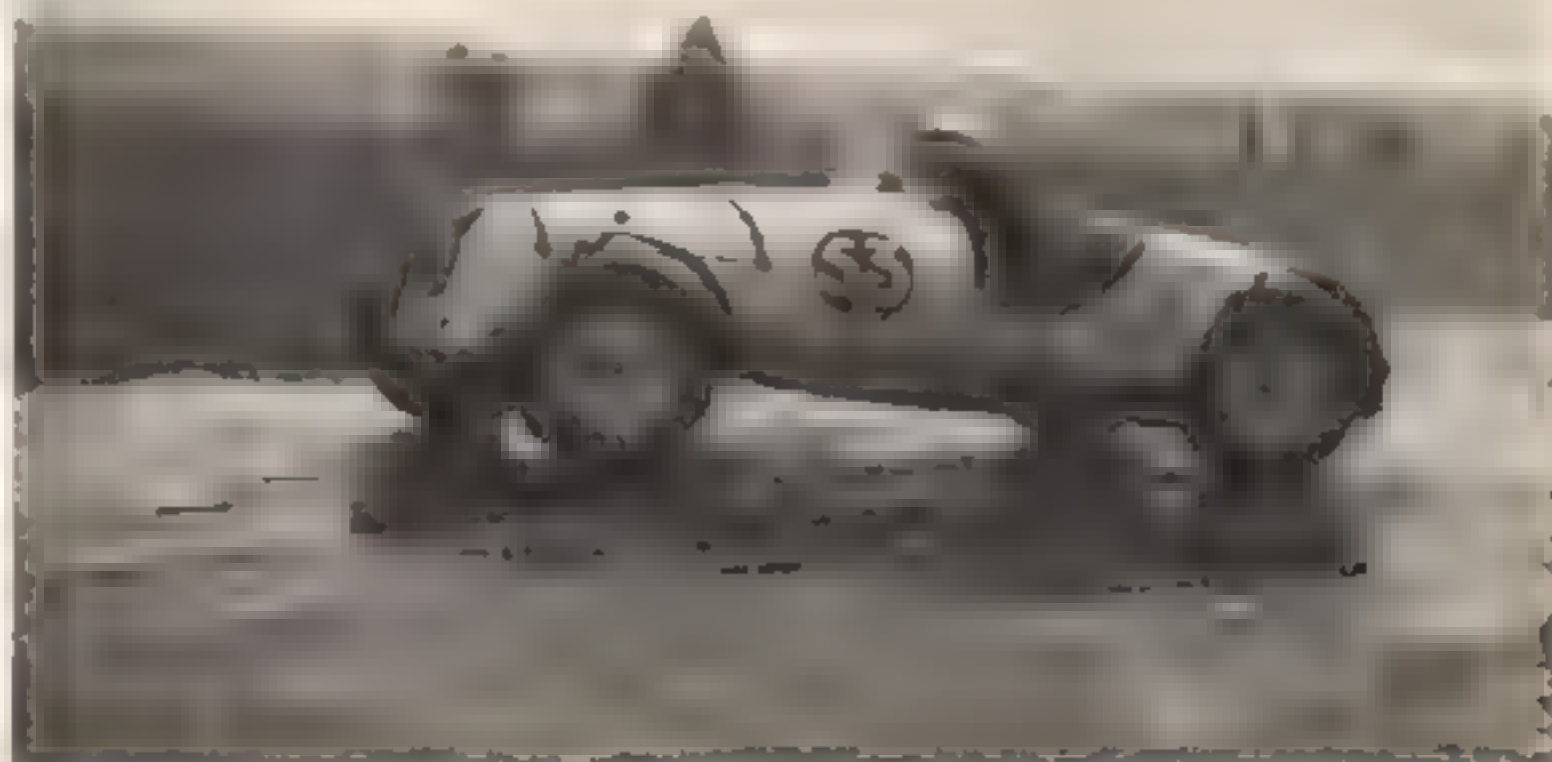
Event 10, originally scheduled for three heats, finished as a single race with a notable list of starters. Somehow the Jaguars and Tyrer's BMW could not make up their handicaps (the weather was very difficult now and the track awash in many places) so Ken Shipside finished a highly successful day in scoring a win. Incidentally, Shipside drove well after his experience just after Christmas, when he had a nasty road accident. His much-modified TD M.G. proved a real goer and will prove a power in the land in the coming season.

The Nottingham Trophy found many

giving best to the weather, for both spectators and drivers were feeling it by now. The two heats were bunched together and nothing ever looked like touching the fleeing Richardson who, with a true Grand Prix noise, went reeling of the laps in no uncertain manner. He experienced a couple of moments when some smaller fry did an about-face right on his prow, but he pulled out and went on to win from the beautifully tuned Riley re-vamped by Gordon Shillito (*et cetera*) which returned a more than useful 71 m.p.h. in getting

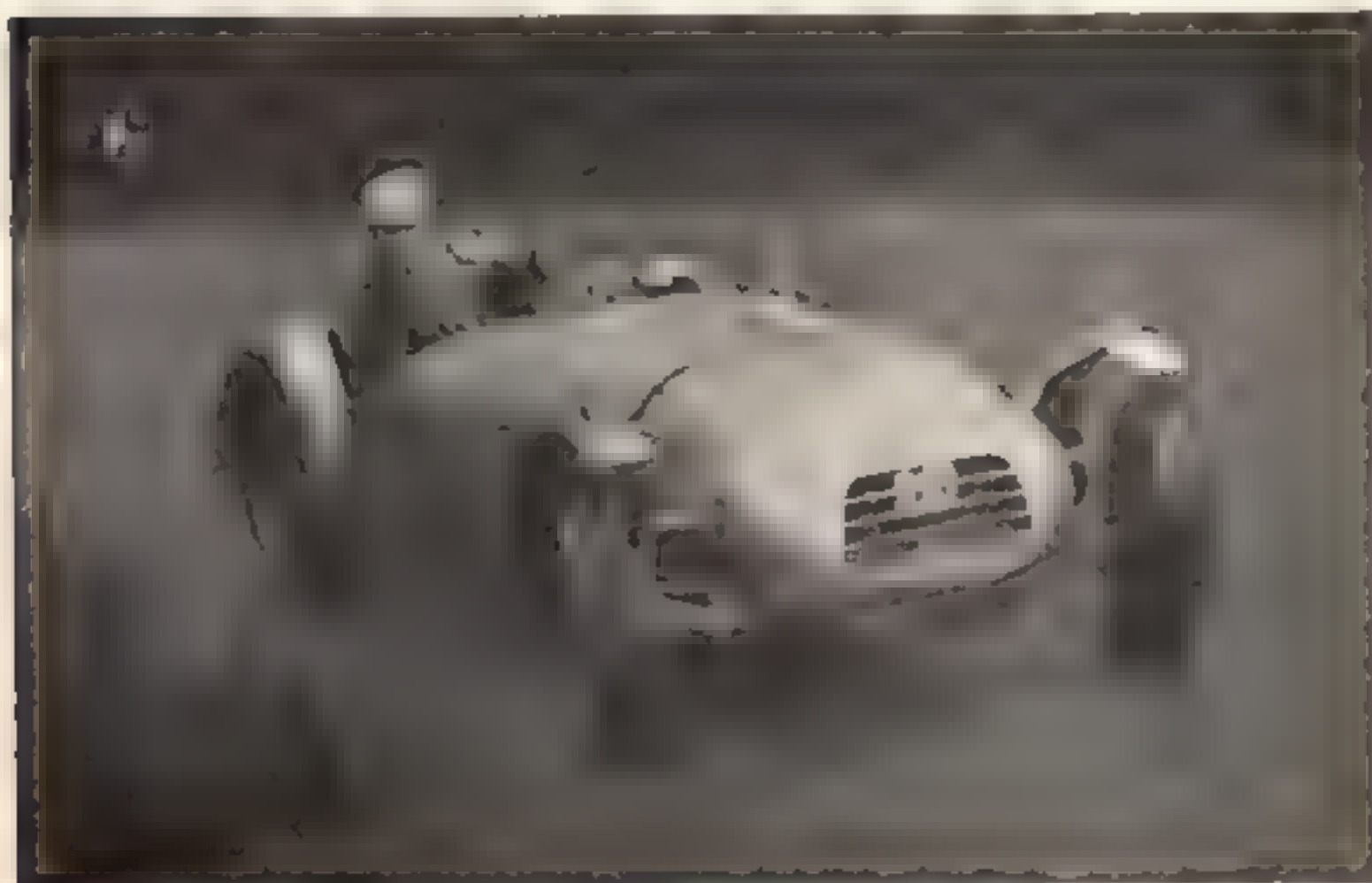
second place. Heath in his 1,100 Cooper was third.

So ended a grand day of sport held in atrocious conditions and the many people who put effort into this are to be congratulated. Geoff Holt (no—not that one—the other) had all the results typed out in double quick-time and we can look forward to 14th May, when the Sheffield and Hallamshire Club (who had more than a passing interest in this meeting) put on their own invitation meeting at Gamston Airfield, near Retford, Nottingham.



**SPORTS-RACER:** Ken Downing slides his Lea-Francis-powered 1½-litre Connaught at the hairpin during the 10-lap sports-car handicap event

## TRENGWAINTON SPEED HILL-CLIMB



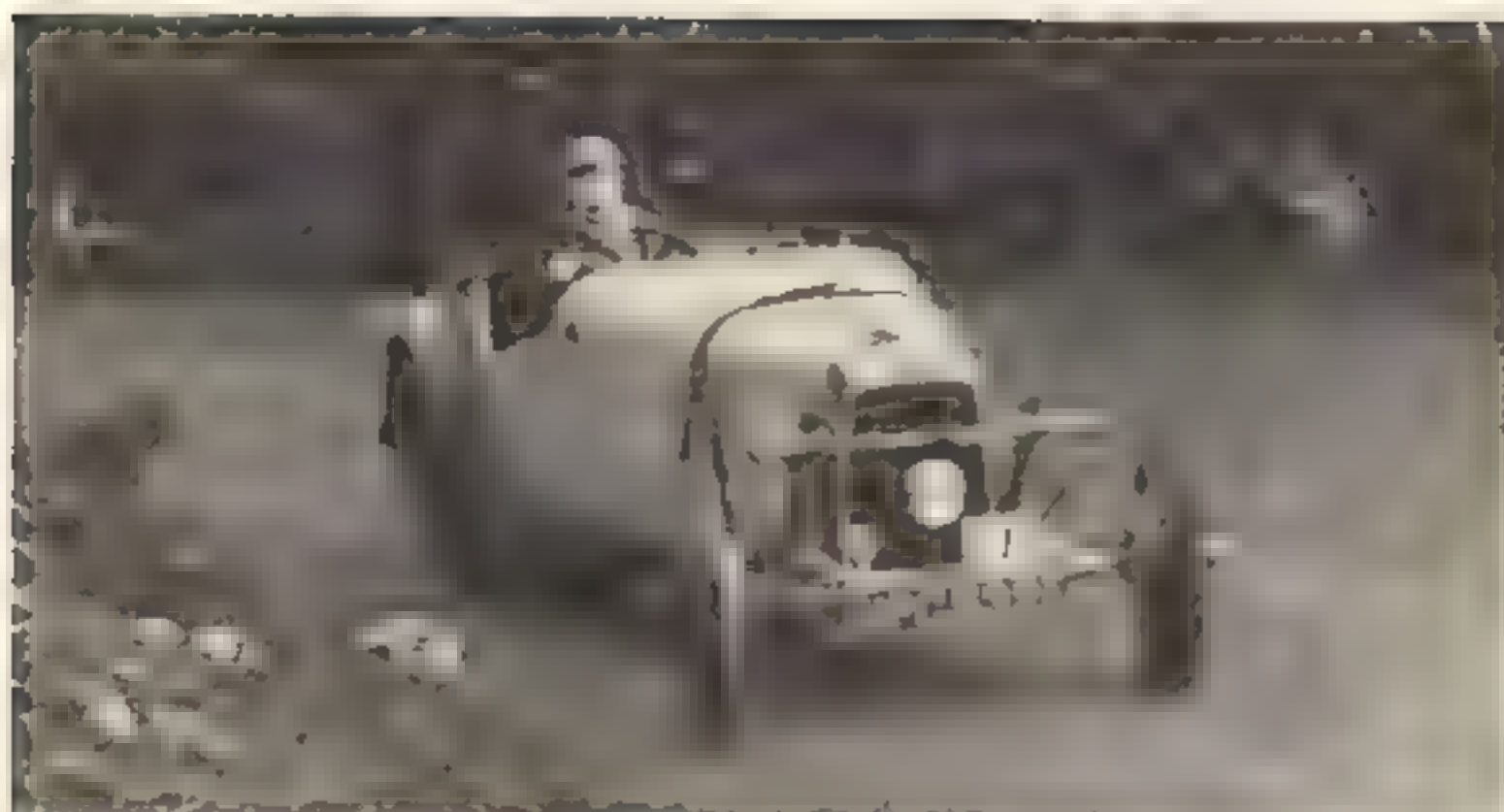
### POPULAR WEST CORNWALL M.C. EVENT—ALLARD MAKES B.T.D.

With a record entry of 53 cars, the West Cornwall Motor Club's Easter Monday Trengwainton Hill-Climb promised to be the club's most successful event. Torrents of rain, however, slowed the times and made the paddock a veritable quagmire. Using an improvised system of marshalling each class in the narrow approach lane, it was, fortunately, possible to run the event with no undue delays.

The class for sports cars up to 1,500 c.c. produced keen rivalry between a selection of H.R.G.s, of which that of J. M. Lewis's by reason of a well-judged start and neat, rapid cornering, proved the fastest with a time of 29 secs.

**FASTEST OF THE DAY:** J. W. Broad (J.L. Allard) doing some nifty corner-work at Trengwainton.





Trenwainton—Contd

Various M.G.s competed for a special Trophy for the fastest unblown M.G. and the result of this further confused the TC-TD argument as R. M. Kennedy, in a drophead coupe TB model, was a victor!

Ash Cleave's Morris Special, recently much lightened, was a runaway winner in the 1,100 c.c. class, the polished style of its driver being, as always, a joy to watch.

The unlimited sports car class had many entrants potentially capable of returning B.T.D., including the winner of

the August meeting, C. Clarke (J2 Allard) but too rapid arrival at the hairpins necessitated stops and restarts with disastrous results to his times. Making his first appearance at Trenwainton, J. W. Broad conducted his very light original J2 Allard neatly and unobtrusively, but very rapidly up the serpentine course to record a time of 27.57 secs., the best of the day. C. R. L. Nichol, in his well-thought-out V8 Special, was deceptively fast and well deserved third fastest in the class. Misleadingly called an Auto Union Special, the curious tubular chassis, supercharged hybrid of G. S. Scali was quickly off the mark and

Nancy Mitchell at Trenwainton in the car with which she did so well in the recent Paris-St. Raphael Rally

through the bends to the finish in 28.85 secs.

In the class for the fair sex Mrs. F. Mayne, in the really beautifully built 1,250 c.c. Fanfold Special, rather surprisingly defeated Mrs. Nancy Mitchell in her H.R.G., Mrs. Mayne's time of 29.07 secs. being a pleasing reward for Ash Cleave, the builder of the Fanfold.

A well-supported Vintage Class contained perhaps not the best preserved examples of some fine old cars. G. K. Needham recorded a time of 34.70 secs. in his 4½-litre Bentley and gained a well-earned first place. Trenwainton is far from ideal for the typical high-g geared Vintage models, but their presence brought back happy memories of their era.

The Open Championship Class again gave J. W. Broad the spoils, but was notable for the well executed climb of D. Pritchard's H.R.G., which gave him second place with a time of 28.58 secs. J. M. Lewis, driving well on a course that was rapidly becoming more treacherous with mud brought in from the impromptu paddock, had to be content with third place. The various blown Dellow, though overshadowed by heavier metal, made most impressive climbs in both this class and the other in which they were entered, F. Wall being outstanding

## THE 1951 ALPINE RALLY

**T**he International *Rallye des Alpes* perhaps the toughest of all Rallies, takes place from the 12th to 20th of July this year. Proposed route is as follows:—

12/13th July.	Marseilles to Milan (446 m).
14th July.	Milan to Cortina (245 m). (Speed Test at Monza.)
15th July.	Dolomite Cup Circuit (190 m)
16th July.	Cortina to Innsbruck (246 m)
17th July.	Innsbruck to Chamonix (440 m). (Stelvio timed hill-climb.)
18th July.	Rest Day at Chamonix (provisional)
19th July.	Chamonix to Cannes (421 m). (Vars timed hill-climb.)
20th July.	Special Test at Cannes

(Total distance approx. 1,988 miles.)

## TAUNTON M.C.'s SMUGGLERS' HUNT

**W**ith contraband in the shape of a bottle of brandy at the end of the hunt, 22 motorists set out from Buncombe Hill, near Taunton, on a minimum mileage run. The various points to be contacted included a village on the river, a spot on the coast, an old castle,

and finally a hidden valley on the Quantock Hills.

Regardless of the fact that the drivers dispersed to every point of the compass there was less than two miles difference between the 1st and 7th finisher.

## RESULTS

1st, Dr. J. T. Spare (Vanguard) (24.9 miles); 2nd, E. V. Beach (Humber 8) (25.8 miles)

## LYDSTEP CORRECTION

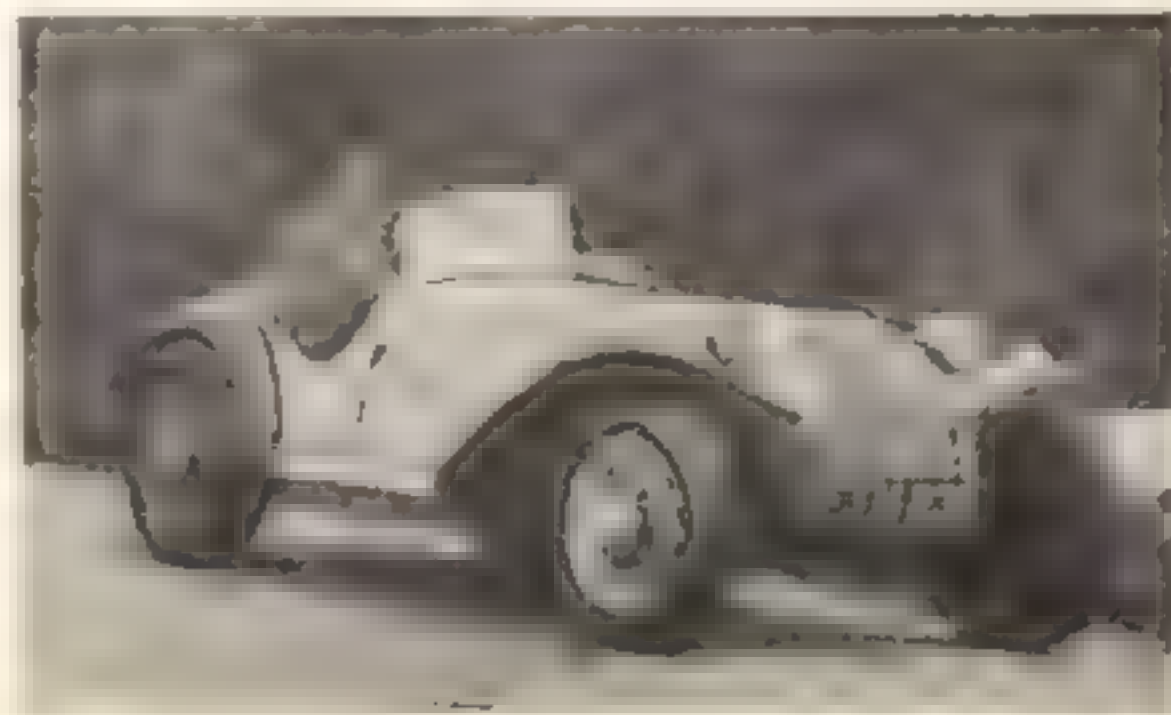
**S**OME revised results have been issued of the hill climb staged by the Tenby M.C. at Easter. In the class 6 results, the time for O. H. J. Davies' Davies Special should read 39.56 secs., and that

**BABY ALLARD**  
D. Lloyd Edwards's Ford Ten Special which won its class at the recent Lydstep Hill-Climb, although based on a Dellow, bears a close resemblance to one of Sidney Allard's vehicles

of D. Lloyd Edwards's Ford Special (illustrated below) 39.67 secs. In class 7 J. G. Beesley's Special clocked 38.94 secs., and Ron Lowe's time with the Dellow was 39.42 secs.

## THE ALLEN MEMORIAL TRIAL

**T**he Taunton Motor Club will be running its Allen Memorial Trophy Sporting Trial on Sunday, 22nd April, over an entirely new course starting from the White Hart Hotel, Wiveliscombe, at 2 p.m. None of the hills have been used before, and "clean sheets" are not expected. The course is approximately 20 miles in length, and ties will be decided by a special test.





# Correspondence

**WE** are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

## Motor-Cycle and Car Trials Clashes

**NORTHERN LIGHTS** raises the complaint of the North-Western Centre A.C.U. re the venue of a recent car trial. May I, as Chairman of the four-wheeled club in question, make the following observations. The course was plotted within the boundaries of my club's own country. Is this wandering from their home ground, for the purposes of a car event? The Clerk of the Course for this Car Trial, is, in fact, a delegate to the N.W.C. and did not deem it necessary for their permission to be obtained.

I myself told a Vice-Chairman of the N.W.C. of the proposed venue of the trial, at least five weeks before the event. For the purpose of motor-cycle events, the whole country is divided into areas which are considered the property of one Centre or another.

What would the R.A.C. have to say if each of these Centres put up the "Keep Off" notice to four-wheeled vehicles? If, and when, the R.A.C. decide to decentralize, is it not more than likely that the N.W.C. and the offending club will find themselves in the same R.A.C. territory?

As a motor-cyclist of more years than I care to remember, I would be the last to cause trouble between two Centres, but on this occasion I cannot help but feel that the N.W.C. is entirely out of order and to express the hope that the matter will now be closed.

J. E. WADE.

LIVERPOOL.

## Practice for Racing

**HAVING** read John Bolster's valuable tips on practising, may I offer an amendment?

Donkey's years ago I found that many events and hill-climbs were not so red tape ridden and "officialized" as now and it was possible to dash about the country competing here and there without the need to practise or, in fact, the time to do it. By arriving at a hill which I had never seen before and (amending John's tip of walking up the hill) by walking up *backwards* i.e., facing the start, I found that my first run was generally as good as any made after later attempts. I had never seen this done before until recent years, when I twice saw Villorossi do the same thing, walking in the wrong direction of the course away from a corner.

One word of warning: it does make your knees go all wobbly.

BOB SPIKINS

LONDON, S.E.1.

## Motor-cycle Power Output: Chain Drive Effects

**YOUR** correspondent, John N. Deacon, quotes the power output of the 125 c.c. Mondial as 120 b.h.p./litre and infers that this is better than any 250 c.c. cylinder machine, whereas the Benelli 250 c.c. machine was quoted as developing 30 b.h.p. before the war. From its racing performance this certainly seems reasonable.

A possible explanation why multi-cylinder 500 c.c. machines do not develop comparable power may be found in a lower mechanical efficiency, partly due to the use of plain bearings.

As the majority of racing motor-cycles, and thousands of touring machines now use swinging arm rear suspension in conjunction with chain final drive, and as I have never seen

any of the effects about which the chain drive controversy is raging, I think that the controversy is more academic than practical.

However, I was recently running my machine with plunger suspension in gear, with the rear wheel off the ground and upon opening the throttle the wheel moved downwards thus compressing the rebound springs. The wheel moved up again when the throttle was closed.

I would explain this as the direct effect of the tension in the chain. I don't know which side this supports, I supply the information impartially.

R. W. FOSTER PEGG.

ANTON-ON-TRENT.

## Freddy Dixon's "Red Mongrel" Riley

**IT** is pleasing to learn of the whereabouts of almost-forgotten "fast carriages", and I was therefore somewhat intrigued to read Wilson McComb's notes of the rumoured presence in Ireland of Freddy Dixon's "Red Mongrel" Riley Nine.

I feel certain that on a visit to the Measham Motor Sales in 1946 or early 1947 I saw the actual Dixon model on auction. Buyers did not appear impressed by its appearance, which certainly belied its reputation of 113 m.p.h. laps at Brooklands. I recall, though, that the bidding reached 2600, but the car was withdrawn the auctioneer remarking that the reserve figure was almost double the above amount! How times have changed.

Possibly the records of Mr. Hill of Measham would confirm if the car involved was the actual "Red Mongrel" and give details of its owner or its disposal. There again, Mr. McCausland could no doubt settle the rumour that he has "specialized" Dixon's very special "Nine".

JACK TATHAM

NOTTINGHAM

## Crystal Palace Racing—Some Interesting Facts

**ON** the subject of racing at Crystal Palace, I have been able to glean the following information from local sources. The track is virtually unbounded and therefore, at present the difficulty of making any charge for spectators at race meetings is a considerable deterrent to would-be organizers.

The circuit has been largely resurfaced as war damage by the Army, who made a mess of it during the war. I am unable to say from my own observation whether the complete 2 mile track is resurfaced, but I believe the whole distance to be, at least, serviceable.

One of my informants is an immediate neighbour of the course, his garden overlooking the back "wiggly" stretch, and he does not think that noise is necessarily a serious factor in the minds of other neighbours of the track, except for possibly the nursing home in Crystal Palace Park Road (which did seem able to bear it pre-war). The noise does not compare with that of the speedway which at one time was run there.

The Crystal Palace Trustees have no funds and the L.C.C. are in process of acquiring the land. The Bill authorizing this acquisition has already passed through the Commons and is at present in the Lords. Until this is through there may be some difficulty in finding anyone able to sanction any development work.

The Beckenham Council who, like Croydon and several other South London boroughs, have a financial interest in the Crystal Palace, have been told by the L.C.C. that, although the L.C.C. cannot express itself officially on the subject until it becomes the owner of the land, they do plan to use the area to provide sporting facilities for London. One assumes that motor racing will be considered as part of these facilities if there is sufficient demand for it. Motor racing was the thing that kept the Palace from going "on the rocks" pre-war.

DR. R. M. PENNY.

SYDENHAM



# SCOTCH CORNER - - - by "BODACH"

## NEW USE FOR RACERS —WINFIELD'S BIG JULY MEETING—GEN WANTED ON THE SUPER — EMERGENCY LANDING FOR TEST-TEASER FOLK

I HAVE been invited to a garden party which will be held on Sunday afternoon under the aegis of the Lothian, Berwick and Hawick and Border Clubs. It promises to be the most exciting agrarian get-together of which I've ever heard and the reason is as follows. Moss (not Stirling of that ilk!) is growing on the classic tarmac of Berwickshire's racing circuit, Winfield, and the Joint Committee are quite concerned. However, someone hit upon a brilliant idea. Simply that members of the three clubs should be invited on Sunday, 1st April to "Drive round the two miles' circuit between the hours of 1 and 5 p.m. for the sole purpose of keeping down the growth of weeds!" The naivety of the excuse—if excuse it be—is tremendous and I expect to witness the speedy destruction of the undesired flora. But, please note, spectators will not be permitted within the circuit. (By the time you read these words, the event will have happened.)

AUTOSPORT's splendid gesture to motor sport in general by promoting the British National 500 Championship is the best thing that has come across the Border since the Stone of Destiny was alleged to have done the same. It is a main topic of conversation and certain drivers are endeavouring to find ways and means of participating. Meanwhile, they are somewhat handicapped through lack of local events but by next season this should be remedied. At the moment our main circuit is Winfield which will house Scotland's most important carnival of speed on 21st July. In a recent issue I briefly sketched the proposed programme which I considered unusually good. Not so our old friend Freddy Stang, now finished with trials for good and, like so many others, anxious to win his spurs on the racing field. The ex-Ausfod exponent has spent the past winter coaxing speed from his latest acquisition and, not unnaturally, wishes to put in as much

speed work as the far too short season will permit. For him and many others, apparently, the Winfield meeting holds no prospects and he suggests that an extra race should be added for the "locals". Maybe it is not too late yet for something to be done but the October event and various ones at Longside will welcome Stang and friends.

Another driver who has made quite a name for himself as a hill-climb expert puts the matter in a rather unusual manner. He said to me:—"Listen, old chap, not for one moment do I agree with your opinion that the July Winfield is a Good Thing. According to what you have written in AUTOSPORT this meeting will be reserved for Formula cars and Production models, the latter probably meaning Jaguars, BMWs and so on. Now, where the heck do the Scots lads come in?"

My attempted answer was roughly brushed aside with—"In Scotland to-day there are possibly only two Formula 1 cars. So far as Formula 2 is concerned, we have John Brown's H.W.M., Ron Flockhart's Special and perhaps Alex. Reid's Omega. Get down to Formula 3 and you will find that Scotland possesses only about a dozen such cars".

Here there was a momentary pause for breath before he recommenced with—"It all amounts to this—the Winfield crowd are putting on a big-time meeting to which Scotsmen will feel alien simply because they haven't the mounts! In other words, we're running a show for the hot-rod merchants across the Border. My goodness! we've only one circuit at present and surely it should be reserved for the use of Scottish clubmen".

Funnily enough, these opinions are being expressed by others and while I shun all such insularity I've got to admit there's something in what they say. But I've nothing to do with the running of Winfield and I do wish the dissatisfied would take

their complaints either to Bill Martin at Kelso or Malcolm Smith at Edinburgh. From either, they will get the official answer, along with words of encouragement.

A day or two ago, I had a little road test of a museum piece that had lain since 1901 in a workshop in Bridgeton. Alex. Reid and Alastair Orr visited this district of Glasgow to purchase some machinery and as the former was crawling behind a lathe he spotted a wheel. Closer examination brought another three wheels to light and holding them together was a body of sorts, with seats arranged in tandem fashion. Thereupon, the ordinary business of the visit was forgotten and after some concentrated efforts a Super was brought to light. So far as can be ascertained it was made circa 1901, is powered by a near-10 h.p. motor which transmits urge to the rear wheels via pulleys working on the Gradua gear system. My road test brought Glasgow's tea-time traffic to a standstill. You see it couldn't budge until I rewound the elastic! Nothing is known here of the Super and I am wondering if any readers can throw some light on the subject. Please drop a line to the Editor if you can.

The Test Teasers of the Scottish Centre of the M.G. Car Club attracted some 30 contestants who had to fight not only against the machinations of Ernie Herald, Douglas Mickel and Bert Kay but also Mother Nature. But the real story begins before this. Everything was arranged for the event to be staged at Turnhouse Airport, Edinburgh, when completely out of the blue came an Air Council cancellation. I know of clubs that would have immediately postponed the whole affair but such a step would have been foreign to the Centre's planners. Within 10 minutes (!) they had completed arrangements to stage the meeting at Macmerry



**Scotch Corner—Contd.**

Airfield, the facilities being willingly granted by Edinburgh Flying Club. But the weather! It drizzled, it rained and it snowed and a biting wind from the North Sea made all the more welcome the homely comforts of the clubhouse. Just how wicked were the conditions is evident from this little incident. Ron Flockhart skated his Ford Pilot off the tarmac on to the grass where he was stuck with wheelspin until manual help arrived. Space does not permit of a detailed description of the various timed tests but there are some drivers who must be singled out for mention. Mick Gillespie (M.G.) improves with every outing and his friendly dice with "Hurg" Mitchell was good to watch. J. H. B. Dickson on a 3-litre Alvis saloon threw the model about with certain abandon and clocked good times, while the Stoddart brothers, sharing the driving of their Monte Carlo Rally Vauxhall demonstrated they have something "up their sleeves" for future occasions. Credits are also due to Miss Parr, N. T. Lithgow, J. N. Milne (before the big-end went!), P. C. R. Hunt and Phil Day (M.G.s), H. Langrishe (Riley Sprite) and John Brown (Vanguard).

**PROVISIONAL RESULTS**

**Premier Award:** C. M. M. Gillespie (M.G.).

**Class 2 Award:** A. L. Marshall (Hillman Minx).

**Class 3:** N. A. Kennedy (Stafonak).

**Class 4:** W. Stoddart (Vauxhall).

C. M. M. Gillespie won Tests 1, 2 and 3 and the fourth fell to T. H. Legget, who shared the Dunlop team trophy with the H.R.G. drivers J. S. Mitchell and C. W. I. Jeffery.

\* \* \*

A reader takes me gently to task concerning the Scottish Rally regulations. I mentioned the "Furth of Scotland" prize and apparently he thinks the word "Furth" is Gaelic for something or other. Well, it isn't. It simply means "Beyond". Therefore, anyone living across the Border, *i.e.*, south of it so far as Sassenachs are concerned, are eligible. Reminds me of the Englishman competing in the first Scottish Rally who interpreted the R.S.A.C.'s motto "Gang Warily" as "Hell for leather!" Sandy Tosh eventually enlightened him!

**The HIGHLAND THREE DAYS**

**Organization Slips Up in Scottish Open Event  
Bill Lamb (Dellow) Makes Best Performance**

THE organization of the Highland Three Days' trial and rally of the Scottish Sporting Car Club was, like the weather experienced during the Easter week-end, extremely variable. The trial started from Fort William and concluded at Stirling, and, considering the mileage covered, it was surprising that there was not more evidence of more and even "new" hills. As it was, Saturday's journey from Fort William to the week-end's headquarters at Strathpeffer included four hills that had all been previously used and three that were far too facile for an event rated as an "Open". Now Trials Convener T. A. M. Watson can run good trials as well as anyone but he was severely handicapped when some of his officials suddenly decided to seek their fun elsewhere. Moreover, the official hotel was somewhat frigid, meals occupied the best part of two hours to obtain and more than a few competitors were annoyed that, with the temperature round about freezing point, no closed garaging accommodation was reserved. Therefore, the general set-up was disappointing.

To reiterate, the trial started from Fort William on Easter Saturday morning and wheelprints laid straight away to Schoolhouse, a short, steep acclivity with two hairpins as the natural hazards which were supplemented by such unusual features as a water-supply pipe and all its customary appurtenances. First on the scene was W. N. Watson (Ford Ten Special) who had newly acquired the ex-Lamb jalopy. Ten yards was the extent of its progress forwards! Nigel Kennedy gave the Stafonak a free rein, it careered frantically round the bottom bend and then precipitated itself into the heathery ling. G. M. G. Oliver (Oliver) accelerated fiercely from the starting, was cracking magnificently when suddenly his nearside wheels slipped off the track into a ditch, leaving the model balancing precariously on its sump! Ample manpower saved the situation!

W. J. Lamb, running-in his new blown Dellow, climbed like a whirl-

wind, and got farther up than any of his rivals, only to stop when a nasty hummock of turf held firmly on to his rear wheels. But for this piece of sheer hard luck he might have been one of the very, very few experts ever to have negotiated Schoolhouse.

Newcomer Jim Murray, piloting his all-Nuffield Murmor, seemed to treat the whole affair with humour. He put his right foot hard on the floor and prepared to tackle that terrestrial pimple whatever the obstacles. Unfortunately he had overlooked the aforementioned pipeline, into which he ran full tilt. A hen coop appeared to be his target! Meanwhile, it was snowing steadily, and Peter Goodall made his attempt in a miniature blizzard. This Dellow driver stuck in the same spot as Lamb, while the other driver, J. D. Pattinson, failed a couple of yards farther down. Aberdonian W. Peterkin, handling an M.G.-engined Wolseley, lacked the necessary pep and W. R. Sutherland (Morris Minor) very wisely did not treat the matter too seriously. Alex. Reid (Omega) was three-quarters way to success when an ill-timed gear shift spelt disaster, and Ivor Page (Mercotto) and George Hendry (Watson) fought unavailingly against excessive wheelspin.

Blarmalfoldach, a weary grind over peat land, came as a welcome respite, while Achenadain stopped only Watson, Sutherland and (for shame!) Kennedy. Muirshearlich was more difficult to climb than to pronounce, and the approach to it was almost as difficult. Here all the Dellow boys demonstrated the versatility of their machines.

The other hills included on Saturday afternoon could not be considered difficult although they caught a few drivers unawares. The driving test resulted in a triumph for Lamb who clocked an excellent 43.9 secs., next in order of merit coming Goodall with 48.2 and Hendry with 48.8. Lamb won the P.A., Hendry took the big-car class, whilst Lamb, Goodall and Pattinson (Dellows) secured the team award.





### THE WINWOOD CUP TRIAL

THIS event, the annual "closed" trial of the Berkhamsted M.C. & C.C., made up in the diversity of vehicles what it lacked in numbers. They ranged from a "J" type M.G. to a 4½-litre Lagonda saloon, and the winner proved to be Paul Verdier in a Ford 8 saloon with 10 h.p. engine. The mileage of 40 odd was over hard roads, and included checks on a predetermined average speed, map reading, and driving tests. A number of people were "going around in circles" in trying to find the shortest way from A to B, and the kerb parking test foxed all except Tucker-Peake (Scarlet Runner).

### RESULTS

**Winwood Cup:** Paul Verdier (1,172 Ford Saloon), 40½ marks lost.

**Springbok Cup:** A. D. G. Beveridge (M.G. Magnette Saloon), 48 marks lost.

\* \* \*

### LEICS. ALL FOOLS' DAY RUN

THE "All Fools' Day" run organized by Messrs. S. D. Gutteridge and W. H. Green proved somewhat embarrassing to them when 31 cars turned up at the start, as they had arranged for a maximum of 20. However, the first 20 were sent off and a shorter run was quickly lashed up for the remainder.

In the major affair, clues were a mixture of telephone numbers and map references and as each competitor had his own sequence of the various checks, the 20 cars were tearing round East Leicestershire in different directions, each thinking the others were on the wrong track.

The results, however, were eventually worked out and the following prize-winners were announced.

**Major Run:** D. J. Herbert, R. H. Pole, A. E. Ingham and L. H. Pole.

**Minor Run:** K. Root, K. M. Law, B. Gamble and J. H. Middleton.

\* \* \*

### "FIND THE PHONE BOXES"

TWENTY-TWO cars and one lone motorcycle of the South Essex M.C. started from Grays, Essex, on Saturday evening, 31st March, on the "High Toby" Night Rally, proceeding to scour a very large portion of Essex countryside searching for elusive telephone kiosks which were pinpointed by map references. The competitors had to return on their cards the exact phone number and district of each phone box and also to travel between map references by the very shortest cross-country route. Many a village green was suddenly filled with motorists running about in the darkness trying to find the necessary information, while navigators hurriedly worked out the next route. Capt. W. Rothwell

(Citroën) admitted having rushed into the four-ale bar of a local inn and after getting the villagers to orientate him, thrust a handful of coins on the bar and shot out with the cry—have that one on me! Another member, J. Chawner (Hillman Minx) was rather over-ambitious with the cross-country map reading and found himself driving along the perimeter track of an airfield. This unfortunate mistake cost him valuable time trying to pick up landmarks and

get off the track. With one exception, all competitors completed the course and gathered afterwards at "Eight Bells", Bradleigh Avenue, Grays, for "early morning" tea, sandwiches and beer.

The gathering of members amounted to 69, which is very encouraging to a club which is now just starting its second year.

\* \* \*

### NEW NORTHAMPTON CLUB

MEMBERS of the newly formed Northampton and District Car Club will kick off with an invitation from the Fernie C.C. to compete in their Gymkhana at Lubenham aerodrome, near Market Harborough, this Sunday.

At the highly successful inaugural meeting on 20th March, over 100 motor-ing enthusiasts attended, and the Club strength already tops the century. Mr. Harry Shale, who presented the Club with a fine trophy for future "all-rounder" competition, said that the formation of a motor club in Northampton was something he had long wished to see. Formal approval by the R.A.C. of the Club and its draft rules has already been received.

All interested are invited to contact the Hon. Gen. Secretary, B. J. Thorne, 69 Park Avenue North, Northampton. The Competition Sec. is B. J. Harris. Social Secretaries Mr. and Mrs. D. W. Vaughan, and Press and Publicity Secretary is C. A. Chinn.

\* \* \*

### A BOND MINICAR CLUB

OWNERS of the Villiers-engined Bond Minicar three-wheelers are organizing a Bond Miniclub, with social and mild competitive events in mind. Members will offer their services as marshals, etc., at two and four-wheeled club events, and plan to hold an Inaugural Rally around Whitsun. News and views from Bond owners will be welcomed by the Miniclub.

Those interested are invited to communicate with Mr. Allan C. Head, at 7 Richmond Crescent, Barnsbury, London, N.1, or with Mr. Hytch at 45 Wood Hill, Leicester, according to the part of the country they reside in.

\* \* \*

### SUNBEAM REGISTER CONCOURS AND DRIVING TESTS

THE Sunbeam Register will hold a Concours d'Elegance and Driving Tests at the Royal Military Academy, Sandhurst, at 2 p.m. on 29th April. Cars will assemble at the Ely Hotel, Hartford Bridge Flats (A30), at 12.30 p.m. and proceed in convoy to Sandhurst.

The event is open to members driving Wolverhampton Sunbeam cars. Entries close on 15th April at 5s. per car and should be sent to the Hon. Registrar, Mrs. W. Boddy, "Carmel", Wood Lane, Fleet, Hants.

More Club News on page 448.

### COMING ATTRACTIONS

**April 4/15.** Turin International Motor Exhibition.

**April 7.** Lancashire A.C. Trial, M.G.C.C. (S.W.) Standard Car Trial and Tests. Start 2.30 p.m. Mile 3 Road House, Bristol-Bridgewater Road.

Liverpool M.C. Speed Trials, Cheshire.

Veteran C.C. (S.W.) Oxted Rally, Surrey. Start Hoskins Arms, 12 noon.

Vintage S.C.C. Blubberhouses Trial. Start 11.30 a.m., Crescent Hotel, Ilkley.

**April 7/8.** Citroën C. C. Night Trial Start 9.30 p.m., Hatfield.

Huddersfield M.C. Night Navigation Trial Start 8 p.m., Rising Sun Inn Cartworth Moor.

**April 8.** Marseilles G.P., Parc Borely (F2).

Isle of Wight C.C. Rally Concours d'Elegance, Ryde.

Coupe d'Or (500 c.c. and 750 c.c.) Monthéry, France.

M.G.C.C. (N.W.) Cockshoot Trial, N. Wales. Start 11 a.m., near Llangollen.

Falkirk and Dist. M.C. Trial, Scotland.

Connacht M.C. Experts' Trial, Eire.

Half-Litre Club, Brands Hatch 500 c.c. Race Meeting. Start 1.30 p.m.

Mid-Derbyshire M.C. Trial, Derbyshire.

Sunbeam-Talbot O.C. Rally, Blandford.

**April 14.** I.M.R.C. Enniskerry Hill Climb.

Rhyl and Dist. M.C. Rally, N. Wales.

Manchester Univ. M.C. Trial, Derbyshire.

**April 14/15.** Sunbeam-Talbot O.C. Rally, Blackpool.

Pathfinders and Derby M.C. Rally, W. Hants and Dorset C.C. Night Trial.

**April 14/16.** Aberdeen and Dist. M.C. Three-day Trial, Aberdeen.

**April 15.** Blackpool and Fylde M.C. Trial, Lancs.

M.G. C.C. (N.E.) Trial, Yorkshire.

Cemian M.C. Trial, Chilterns.

Coppa Inter-Europa (Sports and Touring Cars, 2 hours), Monza, Italy.



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M.G. 1½-litre Series V A. 4-seater Sports Roadster striking cream and black finish with maroon hood and tonneau cover, late property of Director of M.G. Distributors, recent re-servicing at works, several extras. £495

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LAGONDA 4½-litre Sportsman's four-light Pillared Saloon, 1934 1 absolutely amazing condition, coachwork and interior almost like post-war, original throughout, host of special features, right-hand change, Kitem, etc. £395

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ROVER 10 h.p. Special Sportsman's fixed-head Coupé, 1939, very scarce model, beautiful lines and appearance, post-war instruments, etc., magnificent condition throughout, big car performance with 10 h.p. economy. £445

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JAGUAR 1½-litre four-seater d.b. Coupé, 1939, dark green, in good all-round mechanical condition. £495

CITROEN front-wheel drive 12 h.p. Saloon, 1938, in original black with red leather, excellent performance, new Dunlop tyres. £495

HILLMAN 10 h.p. Sports 4-seater Tourer, 1936, duo-blue cellulose, several special features, good hood and screen. £280

HUMBER 12 h.p. Vogue Sportsman's four-light Saloon, 1935, a very pretty looking car, exclusively designed coachwork in attractive lawn finish with leather to match. £295

ALVIS 12 70 Sports Saloon, 1938, black with red leather recent complete overhaul at makers, very moderate mileage. £545

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**SMALL SPORTS CAR** in good condition. Morris 8, Austin 7, "Nippy", etc., Riley 9, M.G., "J"-type, or similar. Price about £100-£150. Only genuine sound car, please.—Box 167.

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**URGENTLY REQUIRED.**—Crown wheel and pinion for 1937 Morgan 4/4. Teeth 3/40.—Atkins, 1 Friary Street, Derby.

**WANTED URGENTLY.**—Cylinder head and block to suit Lagonda Rapier, also V-12 Lagonda engine.—W. R. Baird, Esq., Belfast Telegraph, Belfast.

**8 or 10 h.p. Saloon car** wanted. Must be in good condition.—Write, stating all details and price, to Box 166.

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### ALFA-ROMEO

#### 1934 ALFA-ROMEO

2-3 seater Le Mans Tourer.

This car has recently had a complete overhaul by Thompson and Taylor at a cost of £700.

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**14 H.P. ALVIS FIREBIRD** sports saloon, superbly maintained, good tyres, knock-off wheels. 1936. £325.—Wadcol Motors, 150/6 West End Lane, N.W.6. Hampstead 1177.

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## FRAZER-NASH

**£245!!!** FRAZER-NASH T.T. Replica 1½-litre 12 h.p. two-seater, equipped with four-cylinder Anzani engine, with four individual exhausts, outside change crash box and hand-brake, 6-inch instruments, rev. counter, 100 m.p.h.

speeds, 17-inch competition steering wheel, Hartford S/AR. Crab track and all the trimmings; British Racing Green finish in good condition, upholstery likewise, hood available, but in fair condition only, road tyres excellent, spare almost new. Our chief tester reports could be capable of a very solid 80 m.p.h. and is definitely suitable "member of the chain gang", requiring something specifically potent but equally useful for road or track work, see it and try it at Camden Motors, but don't bring your maiden aunt.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Phone 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire Purchase, Part-Exchanges. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays.

## H.R.G.

**1948 H.R.G.** Special Sports/Racing body, new 1½-litre engine, Autumn 1950, 6:1 comp. ratio, close ratio gearbox, Scintilla magneto, many spares, including pair 16-inch wheels and four nearly new racing tyres. Overhauled and in 100 per cent. condition, suitable club meetings or fast road work. Offered at £775 for quick sale on behalf of original private owner.—Apply H. R. Marindale Ltd., Harrison Street, Leeds, 1.

**1948 H.R.G.** 1,500, Scintilla magneto, Two spare wheels, 1,900 miles, Blue. Sell £750 or exchange for Dellow.—Box 169.

**1946 H.R.G.** 1,500, Red and Cream. All modifications added. Scintilla magneto, H.M.V. radio, new hood and tyres. Complete overhaul December, 1950. Seen Hampstead.—Box 371.

## JAGUAR

**JAGUAR Sports 100 2½ litre 1937**, unique model, fitted independent front suspension, new engine, being run-in, under 3 months' guarantee from makers, resprayed, new hood, side-screens, spare wheel, cover, etc., new carpets, Lucas twin horns, Exide battery, 4 new rubber tyres, starter motor, dynamo, steering assembly reconditioned, radiator hub caps rechromed, radio, enthusiast's car, £600 or near offer, all receipts available. Taxed till end of year.—J. Griffling, 7 Sydney Place, S.W.7, Kensington 1746, or daytime Gulliver 4121.

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1939 M.G. TB 11 h.p. Sports 2-seater, fixed chrome carrier grid. Immaculate condition throughout.

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**1935** WOLSELEY DAYTONA 14 h.p. 4-seater sports. £285.—Value Cars, 362 Upper Richmond Road, East Sheen. PRO 7520.

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## SPECIALS

## WATSON SPECIAL.

Ford V.8, Mercury-engined Trials two-seater sports. Reg. 1947. £10 tax. New engine fitted. Racing camshaft. Lightened flywheel. Dual carbs. 8 to 1 compression. Scintilla magneto. 110 m.p.h. on Pool. Telecontrols. Hydraulic brakes. New Tyres. Twin spares. Taxed to December. Winner of numerous Premier Awards. £450, or exchange Sports or Saloon.

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## HUTCH SPECIAL.

Single-seater sprint and hill-climb car. Frazer-Nash chassis. Bugatti gearbox and rear axle. 22 h.p. Ford V.8 tuned engine. 8 to 1 compression. Alloy heads. Dual carbs. B.T.H. Magneto. Supercharger. Outside twin exhausts. Twin and single rear wheels. 8 (Eight) brand new tyres and tubes. Very fast. £200, or exchange Sports or Saloon.

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## VINTAGE CARS

**LAGONDA** 1926 11.9 Open Tourer. Reliable. Clean car. Good tyres. battery. £75.—Box 370.

## MISCELLANEOUS

**BEVERLEY MOTORS** (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa-Romeo chassis, but also on any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

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Bluemel spring steering wheels at £2 15s. each. 8-gallon scuttle tanks, suitable for 500 special car builders, complete with unions and filler caps, at £7 each.

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$\frac{1}{2}$  in. and  $\frac{3}{8}$  in. brass petrol taps, suitable for dope, at 3s. 6d. each.

**VIVIAN GRAY**, The Motor Enthusiast's Book-seller.—600 books about automobiles, motorcycles, racing, including all Floyd Clymer's publications. Catalogue free.—Lyndhurst, Locusts Avenue, Haywards Heath, Sussex, England.

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Healey Silverstone 2-seater, 1950. 4,000 miles. Extras include special detachable hood, etc. Spare tyre unused. Taxed for year. £1,125.

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**FOR SALE**—M.G. cylinder block TA. New Solex carb.; suitable V.8, cheap.—Coundley, Ringwood. Tel.: 2056.

**SOLID** drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stockists.—C. S. Harbour, Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

## MISCELLANEOUS—continued

Atland and Tabor Ltd. offer the following guaranteed used cars:

1937 4J BENTLEY 2-door fixed coupé by Thrupp and Maberly, one owner. £1,850.

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## News from the Clubs—continued.

## GOSPORT SPEED TRIALS

THE Gosport Automobile Club will be running an invitation Speed Trial on 29th April on the Flight Test Road, Fleetlands, Gosport. Invited clubs are Southsea, Chiltern, West Hants and Dorset, Hants and Berks, Bristol M.C. and L.C., Half-Litre and the Vintage S.C.C. The course is 440 yards in length, 20 ft. wide, and of concrete, and there will be events for sports and racing cars, and two classes for saloons. The start is at 12 noon, and the course lies about four miles south of Fareham, just off A.32, on the outskirts of Gosport. The record is at present held by Archie Butterworth's A.J.B. with a time of 12.78 secs.

Copies of the supplementary regulations are obtainable from the Hon. Sec., Gosport A.C., Mr. A. A. Ards, of 6 Testcombe Road, Alverstoke, Gosport, Hants.

## CLUB FIXTURES

Cornwall Vintage C.C.—"Natter and Noggin", 6th April, Chiverton Arms, Blackwater, 8 p.m.

Morgan 3-Wheeler Club (S.E. Group).—Monthly meeting, 7th April, Grafton Arms, Tottenham Court Road.

Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 7th April, The Red Lion, Henley-on-Thames.

Lagonda C.C. (Northern).—Meeting, 8th April, Crescent Hotel, Ilkley, 2 p.m.

(North London and Essex).—Meeting, 8th April, "Two Brewers", Ongar, Essex, 6.30 p.m.

Alvis Owner Club (London and S.E.).—Meeting, 8th April, Horsham district.

Riley M.C. (N.W.).—Scavenge Hunt, 8th April.

Cheltenham M.C.—Afternoon Rally, 8th April. Start Priory St. 2.30 p.m. Film Show, Priory Lawn, 8 p.m.

Aston Martin O.C.—Gathering, 10th April, The Plough, Ruislip.

Bentley Drivers' Club (Mid-West).—"Noggin and Natter", 14th April, Abbey Hotel, Romsey, Hants, 6 p.m.

Morgan 3-Wheeler Club.—Speed Trials, 15th April, Madresfield Court, 2.30 p.m. (admission by invitation only).



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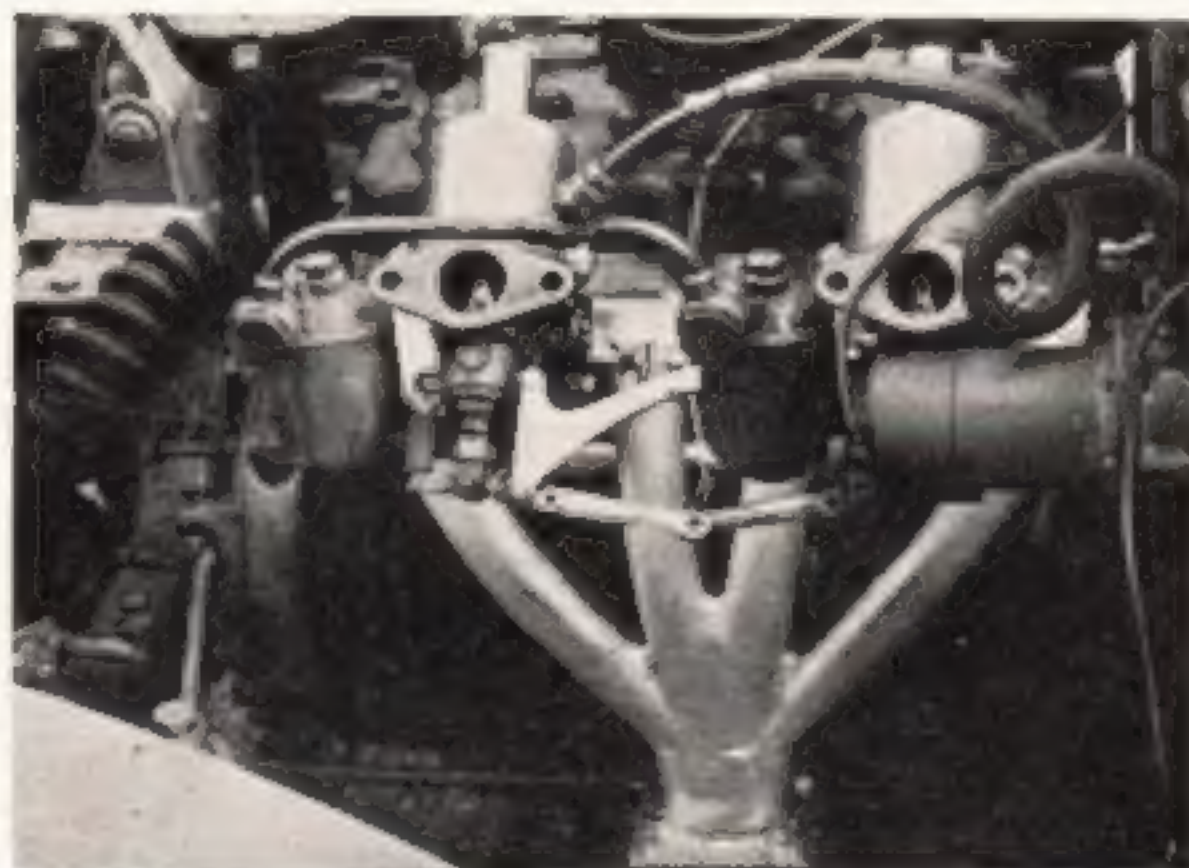
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24th MARCH, 1951



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